BRITISH PACKET AND ARGENTINE NEWS.

(No. 1180.) BUENOS AYRES, SATURDAY, APRIL 7, 1849. [*Established in* 1826.]

BUENOS AYRES.

It is generally believed that the negotiations which have been going on for some time between this Government and the French representative, Rear-Admiral Lepredour, have been brought to a close. The result is stated to be the conclusion of a convention which is already on its way to France *ad referendum*.

The question of the River Plate was incidentally alluded to in Parliament on occasion of the debate on the address. Mr. Disraeli, in the course of a sweeping censure of the foreign policy of H. M's. government, adverted to the Anglo-French intervention in these waters in the following terms:—

Before I make a few observations on the interesting subject which is the topic of the day, I feel bound to those who, though not immediately my constituents, are persons whose interests I have often advocated in this house, to advert to a circumstance of an almost unexampled character—I mean our interference in the waters of La Plata. I may remind the house of the circumstances of that extraordinary case. Six confidential agents have been employed by Her Majesty's Government in connexion with La Plata, and some of them Ministers of the highest class. All have failed; the last, I believe, if not actually expelled, has been treated almost with personal indignity; a second rate revolting colony of Spain has been imitating the old mother country at Madrid, and sending away our Minister. (Laughter and cheers.) Is it possible to conceive that a negotiation has been going on for years in which most important commercial interests have been concerned, and that there should have been six missions employed, and all have failed, and yet that the House of Commons has never instituted any inquiry into the matter? I asked for the instructions sent to Lord Howden, but I was told it would be inconvenient to produce them, because another missionary was on his passage to succeed that noble lord. But that missionary has failed, and another besides has failed (laughter); therefore, I should still like to have a copy of those instructions. I cannot on this occasion remind the house of the mysterious dynasties of Macbeth, and say that" another and another still succeeded," because that is the only thing they don't do. (Laughter.) There is one reason why we don't hear so much of La Plata as we might have done. The Liverpool Reform Association, who have charged diplomacy with being a profession kept up merely to maintain the aristocracy, and that the wooden walls of Old England were merely required to afford employment for their younger sons—they, one might have thought, would have written a tract upon this subject; but, unhappily, it turns out that the merchants of Liverpool are the only parties who are really interested in the question. Faithful to their principles, therefore, the Liverpool Financial Reform Association—the great advocates for retrenchment—are the very men to whom we are indebted for the expense of six missions, all of which have failed, to the greatest injury that our commercial interests have experienced in that part of the world.

While implicitly deprecating the uncalled for intermeddling on the part of Great Britain which has produced the present anomalous state of things, the novelist-legislator, pursuing the same strain of sarcasm which characterises his whole speech, taunts the Argentine Confederation with being a "second-rate revolting colony of Spain," thus exposing in the most glaring manner his utter ignorance of the political condition and relative importance in the scale of nations of these young countries. And, as if his only object was to criminate at random, and keep up the hilarity of the House so often excited during his rhetorical display, he represents her Majesty's newly-appointed Minister to this republic as having been treated with almost personal indignity, when it is well known that Mr. Southern has been received here with the most kindly feeling and is living on the very best terms of friendship with the Argentine Government, waiting for the removal of the difficulties which stand in the way of his official reception as H. M's. representative. If Mr. Hood, jun., withdrew, he did so of his own accord, and because it suited his convenience, and not from any lack of courtesy towards him; on the contrary, he was held, and, we believe, continues to be held, in the highest esteem by the Argentine Government. Nor is the invidious sneer to be overlooked, that the Confederation, in the course it has pursued, has been aping the conduct of the mother country on a recent occasion. Every one tolerably conversant with contemporaneous history, except the would be statesman who takes England's Foreign Secretary to task, is aware that the dignified and successful stand taken by General Rosas in defence of the prerogatives of his contry's independence, has been long held up in both hemispheres as a model to be imitated by all governments, who, from diffidence of their power to resist, have been accustomed to quake at the nod of foreign dictation, however capricious and unjust.

Lord Palmerston was very laconic in his reply to this topic of Mr. Disraeli's speech. All that fell from him was this—

I say nothing of the mediation in the case of the River Plate, which is still going on, part of the censure for which I must divide with Lord Aberdeen [a laugh], but I trust some paragraph will be inserted in the amendment containing a due portion of blame to him as well as to me.

The noble lord, without any affectation of modesty at all, might have thrown the *whole* blame of the commencement of the intervention on his predecessor. But he alone, we fear, must be held responsible for its continuance, or, at least, for the procrastination of a definitive settlement. Lord Aberdeen as soon as he saw his error had the manliness to acknowledge it; and had he remained in office we are satisfied that the relations between the two countries would have long since been replaced on their former footing of cordiality.

We give elsewhere some highly interesting intelligence from California. The New York *Herald*, from which we copy part—the rest being translated from the Rio Janeiro *Jornal do Commercio*—thus prefaces Commodore Jones' last official report—

Our columns to day, contain official despatches from California, which were forwarded to the Secretary on the twenty-second of December. They will be found in another column, under the telegraphic head. If one half of the information which Commodore Jones details be true—and we have implicit confidence in the whole of it—society in California is in a truly lamentable state. He confirms all that has been said of the frequency of murders in the gold region, and the necessity there exists for prompt and decisive legislation for that part of our territory.

The necessity of Congress providing some sort of government for our distant territory of California, is becoming more urgent every day; and unless some relief be extended, we may reasonably anticipate the worst consequences. It is now in a state of direful anarchy and confusion—worse even than any country in Europe after a revolution. Notwithstanding the pressing emergency that has existed for forming a government for that territory since it was acquired from Mexico, Congress has wasted its time, from the commencement of the session till the present, in idle discussions on the slavery question, on mileage, on "them books," on propositions to abolish grog in the navy, and reduce our sailors to a vegetable compound, instead of legislating for that valuable acquisition. Unless some government be framed for that territory, great, and perhaps irreparable, injury may be done. All Europe is in a hubbub in consequence of the vast gold wealth of California. Expeditions are being formed in Antwerp, Bremen, and every part of England, and the prospect is there will be an inundation of foreigners of all nations there in a short time. What a lamentable state of affairs must ensue among a heterogeneous population, without any government at all!

The accounts which we are receiving from there from day to day, are indeed harrowing. Murder stalks in broad day-light, and unless relief be immediately extended, we know not what the result will be. The thirst for gold is attracting all the worthless and reckless characters of the Pacific to the gold mines, and such a concentration of bad materials will produce a scene of crime and misery without a parallel.

On the subject of the marvellous tidings from the new *Dorado*, the London *Illustrated News* remarks as follows—

All this is very wonderful, and Brother Jonathan is very lucky. It is not always that an unjust war is the means of enriching its perpetrators to such an extent as this. The Anglo-Saxons are a great race; and notwithstanding the Mexican war, we are half inclined to believe that they deserve the Dorado for having discovered it. Under the stagnant rule of the Spanish race in Mexico, the riches of California were unknown and unsuspected. It was no sooner ceded to Brother Jonathan, than his keen eyes discovered its secret, and his nimble fingers turned it to account. California is indeed a splendid acquisition. Independently of its gold, which, plentiful as it now appears, may soon be exhausted, the country and the climate are admirable; and in a few years California promises to be one of the most flourishing states of the Union, and the emporium of a magnificent trade with all parts of the world, especially with the East. We had thought that in this age of revolutions the stories to be told by the Old World would have surpassed those of the New; but California seems destined to rival even Europe in the romance of its history.

CALIFORNIA.

Extracts from the despatches of Commodore Jones to the Secretary of the Navy.

Monterey, October 25.

Nothing can exceed the deplorable state of things in California, owing to the wild effects of the gold mania. I regret to state that even in this squadron the effects of this mania have been felt; some officers have evinced uneasiness respecting the measures which I took and were imperiously required by the circumstances of the times. But I think I may add that I was not disappointed as to the effect of the means I employed to avoid desertion and maintain order in the squadron, for we have only had one deserter since the flight of the eight from this vessel on the night of the 18th inst., and the views and opinions of the officers who shewed themselves sceptical as to the lawfulness and efficacy of the means employed to avoid crime and punish it, have undergone a very salutary change. Consequently I shall be able to remain on this coast till the anarchy and confusion which now reign here are superseded by the establishment of some lawful government, which shall be strong enough to cause the law to be respected and to protect life and property, which at present run great risk beyond our entrenchments.

November 2.

At present, and, I fear, for several years to come, the United States will not be able to maintain any naval or military establishment in California, for no hope of recompense nor dread of punishment is sufficient to render obligatory any contract between man and man on the soil of this state. It would be altogether useless to send troops here, for they would desert immediately. Among the deserters from the squadron there are some of the best naval officers and seamen; some of them had only a few months to serve; and large arrears are due to them, amounting in all to 10,000 dollars. There is great want of wheat, especially at the diggings. The brain and intermittent fevers make great ravages among the gold diggers, for they are almost absolutely destitute of provisions and clothing, and but few have any tents to protect them from the inclement season which is setting in. Commerce on this coast may be said to be at an end from desertion; as soon as a vessel arrives at any of the ports of California, all the seamen run away, sometimes the captain, mate, in short, every body. At present there is a great number of these vessels abandoned at San Francisco, and this will be the fate of those that may arrive in future. This state of things is not confined to California alone; Oregon is left without any population; its inhabitants all flock to the diggings; foreigners and runaway sailors from the Sandwich islands arrive by dozens in every vessel which approaches this coast.

Flag ship Ohio, San Francisco,
December 22, 1848.

Sir—My letters from Nos. 32 to 42 inclusive, despatched from Monterey by Lieut. Lauman, and from this place by the Lexington, will fully inform you of the operations of the squadron since our departure from the Gulf of California. Nothing material has occurred since my last date. Desertions are less frequent, the Ohio having lost but one man since her arrival here, and I think the disposition to desert is not so general; but that may be owing to the inclemency of the season, which, for a while, must suspend the digging and washing for gold except by such persons as are most amply supplied with good houses, and all the necessaries of life requisite for a winter's campaign in a rigid climate affording nothing for the use of man but gold. Incredible quantities of gold are yet daily collected; and scarcely a week elapses without some new discovery of the precious metal more startling than any previous one. It is said that a small party of five or six persons, a few days past, struck upon a pocket, as they term certain deposites, from which in two days, they obtained $30,000 of pure gold.

I have been living on shore at San Francisco now two weeks, and have had ample opportunity for examining the subject, and I am more than ever satisfied that the disposal of the gold regions in the territory of California is the best, if not the only practicable disposition that can be made of them in the present disorganized state of society out here.

.....

The worst forebodings of evil consequent upon the want of certain and energetic administration of justice in this territory are almost daily realized. Within the last three weeks we have certain accounts of fifteen murders. In one instance an entire household of ten persons—a respectable ranchero, his wife, two children and six servants. The man, whose name was Reed, had been very successful in the diggings during the summer, and had returned to his home, near Santa Barbara, with a large amount of gold. His house was surprised by an armed party, and the whole family, as above stated, were barbarously murdered, and the house rifled of its golden treasure. The perpetrators of this horrid deed are still at large; of the other five cases four are highway robberies committed on persons returning with gold from the mines. In a word, I may say with truth, that both persons and property are insecure in Upper California at this time; and I am sorry to add that, in all cases of outrage and violence, as yet discovered, emigrants from the United States, disbanded volunteers, runaway sailors, and deserters from the army and navy, are believed to be the perpetrators.

The mutinies, attended with murder, to which I alluded in my letter No. 43, have been fully confirmed, and—not without good reason—has caused much uneasiness to shippers of gold from this coast.

To guard each and every vessel sailing hence with large sums in gold dust, would require every ship of the navy. The best that I can do is to keep the vessels of this squadron at sea as much as possible, plying between the ports most frequented by our mercantile marine. Enclosed is a copy of a circular (No. 6) which I found it necessary to issue and make public, in the hope that it may have some tendency to prevent a repetition of such acts as have recently occurred on board the English schooner Amilico and the Chilian bark Adelina.

A recent arrival from Callao reports that the Adelina had been taken into that port, and the mutineers, eight in number, promptly executed.

I had received a request from the governor of Valparaiso, through Mr. Moorhead, our consul at that port, to arrest and safe keep the Adelina should I be fortunate enough to fall in with her on the Mexican coast, where it was supposed the mutineers might take her.

I have the honor to be,
your obedient servant,
Thos. AP. C. Jones,
Commander-in-chief U. S. Naval Forces,
Pacific Ocean.

The Hon. John Y. Mason, Secretary of the Navy.

P. S. Since the above letter was written, we have accounts of more murders—one in the town of Sonoma, and another in the vicinity.

December 25, 1848.

The military commander writes as follows—

Monterey, Oct. 23.

Almost all the soldiers of the F. company of the 3d regiment of artillery have deserted. We have in port the Ohio, Warren, Dale, Lexington and Southampton ships of war, but they can not land a single man, for they desert as soon as they set foot on shore. The gold fever ruins every thing. Provisions, clothing and every article of first necessity are at most exorbitant prices. A lodging costs four dollars a day, and washing five or six dollars. As to the civil officers I do not know what government can do for them; the salaries should correspond with the times. That of the governor, judges, &c., by the tariff of the United States, is not equal to that of even clerks of stores here.

MARINE LIST.

PORT of BUENOS AYRES

March 31.—Wind N., heavy rain during the night.

Sailed, Belgian barque Providence, 222 tons, E. Demaziere, for Antwerp, despatched by John Best and Brothers, with 11,814 dry ox and cow hides, 1000 salted do., 6000 horns, 62 bales wool.

British schooner Apparition, 137 tons, James Miller, for Falmouth, despatched by Thomas Duguid & Co., with 3634 salted ox and cow hides, 10,000 bones, 150 pipes tallow.

Spanish brig Antonio, 150 tons, José Ruis, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 3650 quintals jerked beef, 95 dry ox and cow hides.

Spanish brig Vencedor, 189 tons, B. Roses, for Havana, despatched by Llavallol & Sons, with 400 quintals jerked beef, 80 dry ox and cow hides.

Spanish brigantine Generoso, 136 tons, Luis Pages, for Spain, despatched by E. Ochoa & Co., with 500 salted ox and cow hides, 10,343 dry do., 1072 horns, 4 bales ostrich feathers, 6 do. sheep skins.

Spanish brig Amnistia, 176 tons, J. Mirambell, for Havana, despatched by Llavallol & Sons, with 3965 quintals jerked beef, 25 dry ox and cow hides, 1000 horns.

Brazilian brig Anibal, 196 tons, Manuel José Santa Anna, for the Buceo, despatched by Antonio José Alves Pinto, in ballast.

Italian brig Cesar, 130 tons, Simon Fidanza, for Brazil, despatched by José Marcelo Rughi, with 2500 quintals jerked beef.

April 1.—Wind N., W., heavy rain all day.

No arrivals or sailings.

April 2.—Wind S. E., fresh.

Arrived, Brazilian man-of-war barque Berenice, 14 guns, Lieut. Mancebo, from Montevideo 30 ult.

Italian brigantine Atahualpa, 121 tons, Andres Cavagnaro, from Montevideo 31st ult, in ballast. Passengers.—56.

Italian schooner Nueva Carmen, 81 tons, Domingo Machic, from Montevideo 31st ult., in ballast. Passengers—33.

British brig United, 208 tons, John P. Renouf, from Liverpool 27th January, to Barber & Orr, with 76 bales woollens, 83 boxes and 28 bales cottons, 51 boxes, 1 cask and 11 bales linens, 2 boxes silks, 6 do. stationery, 101 crates earthenware, 26 tons coal, 478 flag stones, 6 boilers, 117 barrels and 11 boxes hardware, 115 kegs nails, 10 bundles forks, 15 boxes glass, 15 barrels tin, 3 boxes sundries.

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

Sailed, Danish brig Henriette Sophie, 302 tons, J. F. Moller, for Valparaiso, despatched by Charles R. Horne, with 91½ tons coal.

Prussian brig Norma, 146 tons, Joachim F. Topp, for Marseilles, despatched by Becher, Preuss and Co., with 101 bales hide cuttings, 91 do. sheep skins, 195 do. wool.

Spanish brig Martin, 198 tons, Francisco Flaguer, for Cadiz and Malaga, despatched by Zumaran & Treserra, with 2 bales ostrich feathers, 12,477 dry ox and cow hides, 1200 salted do., 1744 salted horse hides, 50 boxes tallow.

Italian schooner Union, 51 tons, Luis Bonifoi, for Montevideo, in ballast.

April 4.—Wind N. N. E., in the afternoon changed to E. S. E.

Sailed, Italian barque Maria Luisa, 383 tons, Julio Tiscornia, for Genoa, despatched by Jacinto Caprile, with 9353 dry ox and cow hides, 4923 salted do., 2 boxes feathers, 63 bales wool, 1 box sundries.

Prussian barque Friedrich, 299 tons, F. C. Stoermer, for Brazil, in ballast, despatched by Bunge, Bornefeld & Co.

American brig Washington, 197 tons, F. Curtis, for Antwerp, despatched by Samuel B. Hale, with 10,000 horns, 11,976 dry ox and cow hides.

April 5.—Wind S.

Arrived, H. B. M. packet schooner Spider, 3 guns, Lieut. Charles Haydon, from Rio Janeiro 21st ult., arrived at Montevideo 2d inst. and sailed thence 3d.

Italian polacre Revoco, 180 tons, Juan Bautista San Miguel, from Pernambuco 10th March, to Pietranera, Piaggio & Co., with 75 pipes caña, 750 barrels white sugar, 220 do. brown do., 2000 coco nuts, 150 boxes cigars, 99 boxes tallow candles, 60 dry ox and cow hides.

Sailed, Brazilian man of war barque Berenice, 14 guns, Lieut. Mancebo, for Montevideo.

British brig Blonde, 241 tons, Wm. Carrey, for Cork, despatched by Bates, Stokes & Co., with 20,000 bones, 1480 salted ox and cow hides, 208½ pipes tallow.

Brazilian brig Outro Destino, 187 tons, Juan Gregorio Pereyra, for Rio Janeiro, despatched by Manuel A. Ramos, with 2485 quintals jerked beef, 50 dry ox and cow hides, 3 boxes ostrich feathers, 2 bales tinder.

American brig Imogene, 180 tons, W. H. Clark, for Rio Janeiro, despatched by Zimmermann, Frazier & Co., in ballast.

American ship Talma, 296 tons, John Lewin, for Boston, despatched by Daniel Gowland & Co., with 1 box mahogany veneers, 10,053 dry ox and cow hides, 4000 salted do, 19 bales sheep skins, 154 do. wool 44 seroons do., 19,700 horns.

American barque Palestine, 248 tons, George Nagel, for Boston, despatched by Samuel B. Hale, with 332 bales wool, 90 do. sheep skins, 2 do. horse hair, 2 do. deer skins, 1 do. goat do., 1000 salted ox and cow hides, 2515 dry do. do.

French brig Nymphe, 143 tons, J. M. Jourdan, for Havana, despatched by Nicholson, Green & Co., with 4,176 quintals jerked beef.

French barque Chasseur, 198 tons, Victor M. Silvestre, for Marseilles, despatched by Maurice Laplane, with 5,887 dry ox and cow hides, 999 salted do., 4,500 horns, 42¾ pipes tallow, 40 boxes do.

National schooner Suerte Argentina, 124 tons, José Avenenti, for Rio Grande, despatched by Manuel Lopez, with 200 barrels flour, 12 boxes tobacco, 4 cilinders.

H. B. M. schooner Renira, Lieut. Lambert, for Montevideo, with the mail for Brazil and England, to be conveyed from Montevideo by H. B. M. steam sloop Alecto.

April 6.—Wind S.

No arrivals or sailings.

Vessels passed Point Indio.

Mar. 29,	at 10 A.M,	wind S.E,	Courier,	hence 26th.
» »	10, 30 »	»	Mary & Martha,	hence 26th.
» »	10, 45 »	»	Ankober,	hence 26th.
» 31,	7 A.M., »		N., Jane,	hence 29th.
» »	11, » »	»	Viajante, »	27th.
April 1,	12, noon »	»	Vencedor, »	31st.
» »	» » »	»	Amnistia, »	31st.
» »	» » »	»	Generoso, »	31st.
» »	1, P.M., »		N.N.W., Providence,	hence 31st.
» »	5, » »	»	Apparition,	hence 31st.

The Brazilian brigantine Viajante, which sailed hence on the 27th ult. for Brazil, and which was erroneously inserted in our last number in ballast, conveyed the following cargo, viz: 2450 quintals jerked beef, 120 hides for lining.

Vessels loading for the River Plate.

At Liverpool—Bareues, Fortitude, Lancashire Witch, Mary Miller, Passenger; brigs, Piata, Venilia. Cleared, Isabella, Herbert.

At London—Shamrock, Queen of the Tyne.

At Hamburg—Mercurius. Sailed 30th January, Catherine, Lubau.

At Havre—Camoens, Napoleon, Guarani, Adele et Julie.

At Bordeaux—Xavier de Paula, José.

At Marseilles—Pilote.

Vessels expected from the United States.

From Boston—Oceanus, Green, sailed 27th January.
» » Wilhelmine, Brorsen, to sail 20th February.
» New York, Bertha, Wachter, to sail end of February.

SHIPPING MEMORANDA.

ARRIVED AT GRAVESEND.

Jan. 15,	Cristina,	hence	1st November.
» 18,	Promise,	»	8th »
» 18,	Argentino,	»	15th October.
» 18,	Arno,	»	30th September.
» 25,	Leopard,	»	23rd November.
» 28,	Buenos Ayres,	19th	»
» 28,	Emmanuel Boutcher,	16th	»
Feb. 3,	Graham,	» 26th	»

AT LIVERPOOL.

Jan. 23,	Susannah Collings,	hence 15th	Nov.
» 24,	Choice,	» 18th	»
» 30,	Phillip Dean,	» 27th	»
» 31,	Thames,	» 16th	»
Feb. 2,	Alice Brooks,	» 22d	»
» 4,	Mary Halkett	» 19th	»

AT FOWEY.

Feb. 1, Merchant, hence 19th November.

OFF FALMOUTH.

Feb. 3, Concordia, hence for Hamburg 21st November.

AT ANTWERP.

Jan. 16, Lucy Sharp, hence 21st October.
» 18, Narcisa, » 22d »
» 21, Margarita, » 22d »

AT ALTONA.

Jan. 26, Martina, hence 29th October.

AT MARSEILLES.

Jan. 18, Nouveau Provencal, hence 8th Nov.

AT PHILADELPHIA.

Jan. 16, Pollux, hence 15th November.
Feb. 2, Oregon, » 18th »

AT NEW YORK.

Jan. 25, Wabash, hence 8th November.
Feb. 3, Panchita, » 16th »

AT BOSTON.

Feb. — Der 27 May, hence 30th November.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	69
Sunday	78
Monday	67
Tuesday	68
Wednesday	69
Thursday	67
Friday	66

FOREIGN VESSELS OF WAR IN PORT

BRITISH—Steamer Harpy, Lieut. W. Tomlinson.

Schooner Spider, 3 guns, Lieut. Charles Haydon.

FRENCH—Steamer Chimere, Capt. Poudra, bearing the flag of the Rear Admiral Le Prédour.

ITALIAN—Three masted schooner Fama, Lieut. Louis Orlandini.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 5th inst.

National	4	840	tons
British	40	9,353	»
American	16	3,933	»
Danish	11	2,014¾	»
French	11	2,725	»
Hamburg	10	2,172½	»
Spanish	12	2,444	»
Brazilian	11	1,644	»
Italian	13	2,027	»
Bremen	6	1,502	»
Belgian	3	605	»
Portuguese	1	203	»
Swedish	3	860½	»
Prussian	2	550	»
Oldenburg	1	239	»
Montevideo	1	123	»
Holstein	1	160½	»
Hanoverian	1	126	»
Dutch	1	134	»
Lubeck	1	300	»
	149	31,956⅞	

BIRTH.

On the 27th ult., the wife of Mr. Jeremiah Oliver, of a daughter.

DIED.

Suddenly, in the country, on the 27th ult., Mr. James Miller, aged 43, a native of Elgin, Morayshire, Scotland.

On the 30th ult., Mr. James Rodger, aged 50 years, after a severe and protracted illness. The deceased was a native of Ayrshire.

Advertisements.

For Hamburg.

Is bound by Charter Party to sail on the 16th inst., full or not full, and will take, whatever she may want to complete her cargo, on very low terms.

The first class coppered, and copperfastened Bremen brig

"George Delius,"

J. G. Hindrichson, master.

This vessel has also superior accommodations for 3 or 4 Passengers, who will receive excellent treatment.

For particulars apply to her consignees—
Mess. Zimmermann, Frazier and Co.,
or John Higginbothom,
Licensed Ship Broker.

For Antwerp.

Has nearly all her cargo engaged, and only room for about 4000 dry hides, which will be taken at a low rate of freight.

The very fine remarkably fast sailing National barque

GENERAL ROSAS,

Capt. John Mencke,

Those wishing to avail themselves of this conveyance, as she will be dispatched very soon, will do well to make early application at her consignees—

Zimmermann, Frazier & Co.,
69 Calle la Defensa.

WANTED,

A female servant to accompany a family to England, satisfactory reference as to character will be required. Apply at No. 44 Calle Santa Clara, formerly Potosi.

Amount of Produce shipped from the Port of Buenos Ayres from 1st to 31st March, 1849.

	Great Britain.	France.	Germany.	Italy.	Spain.	Havana.	United States.	Brazil.	TOTAL in March.	TOTAL in Jan & Feb	Grand TOTAL.
Number of Vessels	13	5	6	2	2	11	8	16	63	99	162
Tonnage	2,971	900	1,356	347	200	2,254	2,172	2,745	13,035	22,090½	35,125½
ARTICLES.											
Beef, jerked, quintals	100					43,906		40,836	84,842	103,558½	188,400½
Do. preserved, tins											
Bones	316,000								316,000	421,000	737,000
Do. tons	17								17	174⅝	191⅝
Feathers—bales					6		2		8		8
Do. arrobas					13				13		13
Hair, bales	171	69	31				139		410	551	961
Do. seroons	7		8				138		153	188	341
Do. bags											
Hide cuttings, bales		213	499				291		1,003	690	1,693
Hides, ox and cow, salted	52,644	6,812	4,880	1,596	500		8,511		74,943	135,707	210,650
Do. do. dry	255	14,316	42,565	13,010	25,942	590	55,672	4,224	156,574	577,538	734,112
Do. horse do.					817		111		928	4,714	5,642
Do. do. salted	2,636								2,636	29,735	32,371
Horns, ox and cow	133,700	29.450	42,210	5,800	5,072	3,000	34,000	31,680	284,912	249,498	534,410
Skins, calf, bales							14		14	265	279
Do. do. dozens							20		20		20
Do. deer, bales							4		4	4	8
Do. do. dozens											
Do. goat, bales							44		44	10	54
Do. do. dozens											
Do. do. bundles											
Do. nutria, dozens											
Do. sheep, bales	15	134	1		6		141		297	688	985
Do. do. dozens											
Do. slunk calf bales										27	27
Do. do. dozens							90		90	1-5½	275½
Tallow, pipes	2,880½	2½	11					85	2,978⅔	3,316	6,294⅔
Do. boxes	4,317	331	100					7	4,755	4,404	9,159
Do. seroons	392								392	421	813
Wool, bales	276	468	482				2,053		3,279	3,997	7,276
Do. seroons	4		30				469		503	520	1,023
Do. bags											
Do. arrobas											

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.			
January 2	Brigantine Delphin, Daniel Spille	160	Deetjen & Hughes	Bremen.
" 18	Barque General Rosas, John Mencke	216	Zimmermann, Frazier & Co	Antwerp.
March 18	Schooner Luisa José Muratore	121	Carlos Galeano	
" 27	Barque Sirena, Charles Amundsen	313	Nelson Hartwig	
	BRITISH			
Novem. 17	Schooner Enterprise, John Rosewall	74	Bates, Stokes & Co	For sale.
Decem. 20	Brig Croxdale, James Douglas	294	James McDonnell	London.
" 21	Schooner Bosphorus, John Gibson	216	John Best & Brothers	London.
January 4	Brig Fortuna, David Ritchie	225	Briscoe, Twyford & Co	Liverpool
" 18	Barque Fame, Joseph Cholditch	308	Nicholson, Green & Co	London.
" 22	Brig Sapphire, John Millar	254	Stanley, Black & Co	Liverpool.
February 3	Barque Nemesis, John White	341	John Best & Brothers	Liverpool.
" 5	Barque Good Luck, Thomas De Gruchy	232	Charles R. Horne	London.
" 6	Barque Alert, Thomas Coffin	116	Llavallol and Sons	Liverpool.
" 7	Brig Empress, George James Pipon	257	Santa Maria, Llambi & Cambaceres	London
" 9	Barque Othello, John Smith	299	De Lisle, Brothers & Co	London.
" 10	Barque Charister, Thomas Richards	276	Hughes, Brothers	Plymouth
" 11	Brig Astarte, F. Roberts	287	R. and J. Carlisle	Isle of France.
" 19	Barque Bess Grant, Robert McCartney	360	Nuttal & Co	Liverpool.
" 20	Barque Mercutio, Joseph Moffat	244	Bates, Stokes & Co	Liverpool.
" 20	Brig Creole, George Pringle	232	John Best & Brothers	Liverpool.
" 22	Brig X. L., Robert Fulton	176	Santa Maria, Llambi & Cambaceres	London.
" 24	Brig Eliza Robson, Henry Taylor	286	Bates, Stokes and Co	London.
" 25	Barque Rosalind, J. Archer	305	Nicholson, Green & Co	England.
" 25	Brigantine Navigator, John Lefevre	141	Nicholson, Green & Co	Liverpool.
" 25	Brig Elizabeth, A. S. Stone	226	Barber & Orr	London.
" 27	Brig Panope, Joseph Candler	230	George Dowse	Falmouth.
March 1	Brig Cheshire Witch, Daniel Todd	150	John Galt Smith and Co	London
" 2	Brig Lydia, Thomas Gray	207	Chapeaurouge and Co	
" 2	Brigantine Hannah, George F. Wetherall	150	John Best & Brothers	London.
" 8	Brig Matilda, Morrison	206	Charles R. Horne	
" 8	Barque Constantinople, John Young	317	De Lisle, Brothers & Co	London.
" 9	Brig Mary Holland, James Lascombe	223	Turner & Co	Valparaiso.
" 10	Schooner St. Helier, George Dorey	134	Wilfred Latham & Co	
" 13	Barque Cornucopia, Peter Jarvis	230	Hughes Brothers	
" 16	Barque Richmond, Harrison Greyson	272	Barber and Orr	London.
" 17	Brig Ann and John, John Geer	171	Bayley Brothers	
" 21	Barque Syrophenician, William Grieves	384	John Best & Brothers	
" 24	Brig Wilton Wood, Henry Harrison	243	J. C. Thompson	Liverpool
" 24	Barque Ipswich, Philip Aspitt	235	Edward Lumb and Co	London.
" 25	Brig Regina, Joseph Blyth	257	Bayley Brothers	
" 25	Brig Prince Albert, James Young	185	Wilfred Latham & Co	
" 26	Brig Anglo Saxon, Edwin Tomlinson	196	Wilfred Latham and Co	
" 29	Brig Anemone, J. Walker	129	Ambrosio Lezica	
April 2,	Brig United, John P. Renouf	208	Barber & Orr	
	AMERICAN.			
January 2	Brig Hyder Ali, W. Wetherall	161	Louis Winter	California
" 8	Brig James Caskie, R. Hermann	283	Ambrosio Lezica	Boston.
February 4	Brigantine Eliza Taylor, A. L. Eldridge	134	James C. Thompson	Boston.
" 8	Ship B. Aymar, Amos Nichols	435	Zimmermann, Frazier & Co	Boston.
" 13	Ship Bazaar, Thomas C. Simpson	452	Zimmermann, Frazier & Co	Do.
" 17	Brig Seguin, Norton	198	Louis Winter	California.
" 21	Barque Austin, F. W. Lovett	304	Zimmermann, Frazier & Co	New York
" 22	Barque Bostonian, George W. Man	267	Samuel B. Hale	Boston.
" 23	Barque Ellen Augusta, Nelson Ham	199	José Coelho Meyrelles	Pacific.
" 26	Barque Arco Iris, Oliver Colburn	232	Zimmermann, Frazier & Co	Boston.
" 13	Barque Spartan, David R. Cook	188	Zimmermann, Frazier & Co	New York.
March 18	Ship Shaw, William Rae	338	Daniel Gowland and Co	
" 18	Brigantine Virgin, Daniel Wasgatt	122	Vicente Casares add Sons	
" 22	Brig Metta, E. T. Rich	208	Zimmermann, Frazier & Co	
" 23	Barque General Wool, J. B. Conner	195	Zimmermann, Frazier & Co	Baltimore.
" 25	Brig Russian, J. C. Carter	222	Zimmermann, Frazier & Co	Boston.
	DANISH			
January 13	Brigantine Commune, Paulsen	122	Vicente Casares & Sons	Bremen.
" 17	Brig Ida & Emma, E. Diedrichsen	222	Charles . Horne	Rio Janeiro.
" 19	Brigantine Cecilia Maria, C. F. Thomson	132	Lezica and Co	Pernambuco.
" 20	Brig Anna Georgiana, H. M. Andersen	132	José Gregorio Lezama	Calbao.
" 20	Schooner Mariuhlu, J. C. L. Wordinger	364	J. J. Klick and Co	Not allowed entry.
February 1	Brig Von Brock, F. H. Jacobsen	151	Charles R. Horne	Rio Janeiro.
" 4	Brig Colibri, J. B. Nielsen	202	Freyer Brothers	Havana.
" 13	Brig Fides, Hans Peter Closter	1525	José Marquez Sousa	Vigo.
" 18	Brigantine Aperado Packet, P. J. Hemmet	325	Freyer Brothers	Brazil.
" 24	Barque Orion, H. Matheesen	235	Faustino Jovita Jorge	
" 24	Brig Sara and Johanna, J. H. Callesen	225	Otte, Rosenthal & Co	Falmouth for orders
	FRENCH.			
January 9	Ship Elizabeth, N. Gallet	361	Mosca, Dunoyer & Vanni	Marseilles
" 11	Brig Omega, Louis Doynel	222	José Gregorio Lezama	Havre.
" 20	Lugger Echo, Amonne Dorian	212	Thomas Rousse	Havre.
" 20	Barque Coromandel, J. B. Martin	270	Marius Laplane	Isle of France.
" 22	Barque Antoinette, Herve	259	Thomas Rousse	Havre.
" 26	Barque Felix, John Michael Gallet	256	Thomas Rousse	Havre.
February 1	Barque Jeune France, Pannier	316	Despuy	Havre.
" 10	Polacre Castravan, Marc Cauvin	161	Thomas Rousse	Havre.
" 26	Barque Universel, Felix Ducormier	267	Antonio Dunoyer & Co	Havre.
" 24	Barque Sultan, Masset	227	Mathieu, Raggio & Co	
" 28	Barque Henri et Louise, Hilaire Gautier	192	B. Herand	Cette.
	SPANISH.			
Feb. 22	Polacre Juanita, Narciso Maria	179	Llavallol and Sons	
" 25	Polacre Casimira, Antonio Mataro	192	Santamaria, Llambi and Cambaceres	
" 10	Barque Celestina, Juan Sensit	168	Zumaran and Treserra	
" 12	Brig Cacique, Buenaventura Austrich	160	To order	
" 13	Brig Paquete de Buenos Ayres, M. Veiga	185	E. Ochoa & Co	Do.
" 13	Barque Olivis, Salvador Fos	235	Felix Buxareo	
March 18	Polacre Deseada, José Esquer	180	Felix Buxareo	Do.
" 21	Brig Cervantes, Bruno Garcia	205	Freyer Brothers	Havana
" 22	Brig Florentino, Jacinto Martinez	209	Freyer Brothers	
" 23	Barque San Amores, Francisco Sensat	280	Llavallol & Sons	
" 26	Polacre Elisea, Jaime Roses	168	Llavallol & Sons	
" 29	Brig Gallo de Oro, Agustin Bois	209	To order	
	BRAZILIAN.			
January 9	Schooner Felicidade, J. M. Oliveira	124	José Coelho Meyrelles	
February 4	Brigantine La Pace, Thomas Chiarello	121	Carlo M. Huergo	
" 13	Brigantine Especulador, José Gandolfo	185	Lezica & Co,	Buceo
" 17	Brig Soares, José Antonio Cabral	187	José Coelho Meyrelles	Brazil.
" 20	Pilot boat Catharinense, F. A. de Santa Rita	72	Manuel Acevedo Ramos	
" 24	Brigantine Bella Virginia, E. P. Guimarcens	150	Zumaran and Treserra	
" 27	Brig Providencia, Dominga da Costa Teceyra	228	Felix Buxareo	
March 18	Schooner Vigilante, Antonio Aloes Diaz	71	Antonio José Alves Pinto	
" 21	Brigantine Livia, Antonio Sousa Picao	156	Juan Geronimo Martinez	
" 25	Barque America, Antonio F. da Costa	216	Manuel Acevedo Ramos	
" 27	Brig Dos Amigos, Francisco Antonio Pintos	134	José Coelho Meyrelles	
	ITALIAN.			
Novem. 29	Polacre Daniele, B. Denegri	148	Piaggio, Pietranera & Co	
Decem. 23	Brig Ferruccio, Andre Prario	121	Trifon Lezica & Co	
January 17	Barque Victoriosa, V. Vaccaro	283	Pietranera, Piaggio and Co	Genoa
" 24	Brig Pio IX, Manuel Nattini	243	Llavallol & Sons	Genoa.
February 1	Brig Maddalena, Cayetano Parts	191	Diego Calvo & Sons	Genoa.
" 8	Polacre Sommariva, Juan B. Richelmi	145	Bernardo Delfino & Co	
" 13	Polacre Carolina, Pedro Avegno	172	Llavallol and Sons	
" 20	Brig Brazilero, José B. Fidanza	206	José Avegno	
" 20	Schooner San Antonio, Benito Bisso	51	José Coelho Meyrelles	Brazil.
" 20	Bombarda Constanza, Agustin Pagliano	46	Geronimo Risso	Not allowed entry.
" 25	Bombarda Jesus y Maria, Geggino	46	To order	Do.
" 10	Polacre Innocenza, William Sartorio	223	To order	Do.
April 5	Polacre Revoco, Juan B. San Miguel	180	Antonio Romaguera	
			Pietranera, Piaggio and Co	
	HAMBURG.			
January 10	Brig Telegraph, M. Schariau	220	Otte, Rosenthal & Co	Boston.
" 17	Brig August et Julius, C. H. Fetterlein	203	Freyer Brothers	Havana.
February 3	Brigantine Active, C. J. Henning	108	Bunge, Bornefeld and Co	
" 4	Brig Conrad, J. H. Harms	253	Louis Winter	
" 10	Ship Naujoens, Andrew M. Schmidt	286	Louis Winter	Valparaiso.
" 16	Brig Carl, N. W. Beichmann	225	Otte, Rosenthal and Co	Falmouth for orders
" 16	Barque Norma, C. H. Vallesen	152	Bunge, Bornefeld and Co	New York.
" 25	Brig Betty and Johanna, H. H. Michelsen	256	Zimmermann, Frazier & Co	Falmouth for orders
" 25	Galliat Carl Adolph, Nicholas F. Fick	1524	Otte, Rosenthal and Co	
March 8	Barque Amphitrite, Johan J. Arends	216	Bunge, Bornefeld & Co	
	BREMEN.			
January 12	Brig Don Quixote, J. W. Oest	170	José Gregorio Lozama	
" 18	Barque Favorit, John Hohorst	330	Zimmermann, Frazier & Co	New York
" 25	Brig George Duckwitz, J. H. Schaaffer	235	Freyer, Brothers	Hamburg.
February 3	Brig Baisermann, Peter A. Timm	200	Daniel Gowland & Co	
" 14	Brig Dorothea, Frederick William Mauss	350	Freyer Brothers	New York.
" 19	Brig George Delius, John G. Hindrichsen	217	Zimmermann, Frazier and Co	Hamburg.
	SWEDISH.			
January 18	Brig Plata, C. E. Olson	258	Louis Winter	Falmouth for orders
February 14	Brig Frey, J. C. Sahlsberg	357½	Diego Calvo & Sons	Brazil.
March 13	Brig Nancy, Nicholas Halmberg	245	Llavallol and Sons	
	BELGIAN.			
Feb. 25	Schooner Rubis, J. C. Nieberding	123	Zumaran and Treserra	Antwerp
March 13	Brig Transit, Theodore Smit	214	Vicente Casares and Sons	
" 22	Barque Ambiorix, Charles De Boninge	368	Freyer Brothers	
	PRUSSIAN.			
January 10	Ship Wilhelm, Daniel Schultz	304	Zimmermann, Frazier & Co	New York.
" 13	Brig Graf von Arnim, Edward J. Kruse	246	Bunge, Bornefeld & Co	
	ORIENTAL.			
November 28	Brigantine Bella Mercedes, P. Muratore	123	José Gregorio Lozaras	
	PORTUGUESE.			
January 12	Barque Amazonas	203	José Coelho Meyrelles	Pacific
	OLDENBURG			
January 21	Brig Josua, John Secke	239	Bacher, Preuss & Co	
	HOLSTEIN.			
February 13	Brigantine Elizabeth, L. von Ehren	160¼	Louis Winter	Brazil.
	HANOVERIAN.			
February 16	Schooner Heinrich, J. Haesloop	126	Deetjen and Hughes	Antwerp.
	DUTCH.			
Feb. 27	Brigantine Matilda Louisa, William Blaakert	134	Bunge, Bornefeld and Co	
	LUBECK.			
March 11	Barque Alma, H. Wulff	300	Louis Chapeaurouge & Co	

NOTICE.

Teaching of the English, French or German languages in two courses of 48 lessons each.

The advertiser makes himself responsible to teach the speaking and writing of any of the above named languages, to any person of a clear understanding accompanied with proper studying, in the short space of 6 months or 96 lessons.

His new and easy method of teaching can be tried with confidence, which he is sure will give entire satisfaction according to his assertion.

Persons desirous of treating with the advertiser will be pleased to call at No. 6, Calle de Balcarce.

Passage to Great Britain.

The remarkably fast-sailing, coppered and copper-fastened British barque

ALERT,

Thomas Coffin, Master,

Will sail very shortly calling at Cork for Orders, and besides being a very fast sailer, has the advantage of excellent accommodations in an airy cabin on deck, entirely separate from the vessel's hold, so that Passengers will not suffer any inconvenience from the unpleasant smell arising from the cargo.

For terms of passage, application can be made to Capt. Coffin, at Mr. Palmer's boarding House, to the Consignees, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

For the Havana.

The well known fast-sailing Danish brig

COLIBRI,

Will sail in the course of 40 days, for said destination, and offers a good opportunity for persons wishing to take passage, having superior accommodations.

For further particulars please apply to the Consignees Messrs. Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker.

PASSENGERS ONLY.

For Bahia,

The fine new French brig

"Le Nymphe,"

Has three disposable berths, and will sail on 25th inst. This vessel has got very good accommodations.

Please apply to the Captain, to Messrs. Nicholson, Green & Co., in liquidation, or to

John Higginbothom,
Licensed Ship Broker.

For London,

The superior A. 1. British barque

"Constantinople,"

Can accommodate a few tons of light freight, and having all her heavy cargo engaged and going on board will have very quick despatch. Please apply to the Consignees Messrs. De Lisle Brothers & Co.,

or to John Higginbothom,
Licensed Ship Broker.

FOR LONDON,

The very fast-sailing, first-class, coppered and copper-fastened British built barque

"Rosalind,"

305 tons register,
J. Archer, Master,

Is ready to receive cargo on board, and will take such as can be shipped quickly on moderate terms. She has excellent accommodations for passengers, having a spacious Cabin.

For terms of freight or passage, apply to the Consignees Mess. Nicholson, Green and Co., No. 20 Calle Representantes, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

For London,

The clipper built A. 1. British brig

Cheshire Witch,

Having all her heavy freight engaged can only accommodate a few tons of light freight. This vessel will sail in the course of twenty days.

Please apply to the Consignees Messrs. J. G. Smith & Co., or to

John Higginbothom,
Licensed Ship Broker.

For London,

The fast-sailing A. 1. Yarmouth built brig

Elizabeth,

Is now loading and has disengaged room for a few tons of salted hides and boxes of tallow along with light freight. For further particulars please apply to the Consignees Messrs. Barber & Orr, or to

John Higginbothom,
Licensed Ship Broker.

Passengers Only.

The fine fast-sailing Jersey schooner

"Navigator,"

Will sail for *LIVERPOOL* in all the forthcoming month, having all her cargo engaged and going on board, two or three passengers can be accommodated very comfortably. Please apply to the Captain, to Messrs. Nicholson, Green & Co., or to

John Higginbothom,
Licensed Ship Broker.

For London.

The fast-sailing clipper built brig

"Fortuna,"

Will sail in the course of ten days, and has only disengaged room for a few dry hides—this vessel is fitted up in a superior style for passengers.

For further particulars please apply to the Consignees Messrs. Briscoe & Co.,

or to John Higginbothom,
Licensed Ship Broker.

For London.

The fine new A. 1. British brig

"Empress,"

Has all her heavy freight engaged and can take about 40 tons bales and a few hides. She can also accommodate two or three passengers very comfortably.

Please apply to the consignees Messrs. A. G. Santamaria, Llambi & Cambaceres, or to

John Higginbothom,
Licensed Ship Broker.

For Liverpool,

The well known regular trader A. 1. British Brig

"CREOLE,"

Has only disengaged room for about 100 pipes tallow, and a few boxes which can be received on board immediately, for rates of freight please apply to her consignees

Messrs. John Best & Brothers,
or to John Higginbothom,
Licensed Ship Broker.

FOR

Havre de Grace.

The very superior A. 1. French barque

"Antoinette,"

Has only room for a few tons of light freight, which can be received on board immediately.

Please apply to the Consignee Mr. Thomas Rousse, or to

John Higginbothom,
Licensed Ship Broker.

To be Let or Sold,

A house containing eight rooms, kitchen, &c., situate in a paved and eligible street, and only a short distance from the Plaza de la Victoria.

Application to be made to the owner at No. 28, Calle Santa Clara.

Notice.

Holland gin in cases, received by Messrs. Symon Ryndende and Zoonen in Schiedam, of a superior well-known quality, for Sale, a small parcel at C. Ziegler's, No. 19, Reconquista: also, best old Hock in boxes.

William Gibson,
Tailor and Habit Maker,

No. 2 San Martin Street, corner of Federation Street, in front of the Cathedral.

Begs most respectfully to return thanks to his friends and the public in general for the very kind support that they have hitherto favoured him with, and begs to announce to them that he has taken the above premises, where he hopes by strict attention still to be favoured with their commands, at the same time assuring them that nothing shall be wanted on his part to give general satisfaction.

He has also to inform his friends and the public that he has lately purchased a very elegant assortment of summer drills and cassimeres for pantaloons, silk, satin and other waistcoatings of the latest importation, and a superior assortment of the finest woollen cloths of all shades and colours, and has a splendid assortment of silk cravats just imported.

Ladies' riding Habits made of the finest cloths or merinos and of the latest fashion.

No. 2, San Martin Street, corner of Federation Street.

The first British Primer.

A few copies for sale at W. White's, No. 89½ Calle Merced.

To be Sold,

The Stock of a small sheep farm, situated in the department of San Vicente, distance from town 7 leagues, consisting of from 900 to 1600 sheep, together with 200 head of tame cattle, houses, corals, dairy utensils, &c. &c.; also to be had a lease of the ground for the term of three years on reasonable terms.

Apply to Mr. James Bell, Calle La Defensa, No. 83.

WHOLESALE PRICES CURRENT.

IMPORTS.

	Dols. rs		Dols. rs
ALE and Porter—Duty, 54 per cent.			
London .....per doz.	—	á	80
French and German, ...	—	á	50
ANCHOVIES—Duty 28 p. cent.			
Per keg.....	—	á	40
BEES WAX—Duty 19 p. cent.			
White, per lb.....	12	á	14
CANDLES—Duty, 19 per cent.			
Sperm .....per lb.	8	á	9
Stearine.....	—	á	10
CASSIA—Duty, 28 p. cent. p. lb	—	á	4
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	130
English.....	—	á	130
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.	—	á	6
COALS—Duty, 5 per cent.			
Coarse ..... per ton on board	—	à	100
Blacksmith ..... do.	—	á	250
COCOA—Duty, 5 per cent.			
Brazil.....	—	á	230
Guayaquil	—	á	250
COD FISH—Duty, 28 per cent.			
Per drum of 100 lbs.....	—	á	150
COFFEE—Duty, 28 per cent.			
Havana.....quintal..	—	à	130
Brazil .....do.....	—	á	125
DEMIJOHNS—Empty, assorted, of 3, 4 and 5 gallons—Duty, 19 p. cent. each	—	á	9
DOMESTICS—Duty, 19 per cent.			
American brown shirting, 27 inches.....per yard			10rls
» Appleton do. 30 in. »	—	á	11¼
» India Head do. 30 » »	—	á	11¾
» Appleton do. 33 » »	—	á	13
» Do. sheetings 36 » »	—	á	14
» Brown drills..30 » »	—	á	13½
» Tickings & Stripes32 »	—	á	18
Scotch Hessians	—	á	15
FARINA—Duty, 28 per cent.	—	á	13
FLOUR—Prohibited—Price on board for re-exportation per barrel 5½$ Spanish.			
FRUITS—Duty, 28 per cent.			
Almonds, hard shell, unshelled, per arrroba.....	—	á	20
Do. soft do.	—	à	41
Do. shelled .....do.....	—	à	100
Apples, dried .....per lb.	—	á	1 4
Currants	5	á	6
Figs, Malaga.....	—	á	—
Hazel nuts	—	a	20
Prunes.....	none.		
Malaga.....arroba	—	á	20
.....do..	—	á	40
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.....	—	à	2
Westphalia	—	á	3 6
HONEY—Duty, 28 per cent.			
Per gallon.....	—	á	12
IRON—Duty, 5 per cent.			
English, per quintal.....	70	á	130
» hoop do.	100	à	120
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..	—	à	5½rs.
Baltic pine 28$ silver per 1000 feet on board.			
Pitch pine, 34$ silver per mil on board			
Swedish pine 25 á 28$ do. per do.			
MANDIOCA.....	—	á	58
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, 6¼.....	5	á	7
MOLASSES—Duty, 28 per cent.			
Per gallon.....	7	á	8
NAILS—American cut.....	150	á	160
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	80
» Swedish	—	à	100
OILS—Duty, 28 per cent.			
Olive—Spanish, in casks, p. arr.	—	á	45
» » in jars of ½ arroba each....	—	á	23
» Genoese, in casks	—	á	50
» » refined in bottles	60	á	65
» French	—	á	85
OLIVES—Duty 28 per cent.			
Seville, in kegs.... .....each	—	á	55
Malaga .....keg	—	á	45
PAINTS—Duty, 19 per cent.			
Linseed oil, in casks, per gallon	—	á	22
» in tins or jars p. gal.	—	á	23
Turpentine in tins, per gallon..	--	á	20
White lead dry.	—	á	—
Paints in oil, assorted colours, lb.	1½	á	2
PAPER—Duty, 19 per cent.			
Spanish, florete, superior..ream	34	á	50
» ½ do.	—	á	33
» linen for segars.....	—	á	40
Genoese, florete	—	á	37
» ½ do.	—	á	25
Wrapping, large size, Genoese	—	à	22
» medium.....	—	á	15
» small	—	á	12
Letter paper, blue.....	—	á	35
» white.....	—	á	50
PEAS—Duty, 28 per cent.			
Spanish, (garbanzos).....	—	á	32
PEPPER—Duty, 28 per cent.			
Black .. .. per arroba	45	à	50
Chile, red..... do.	—	á	70
Spanish, red..... do.	—	á	90
Do. sweet	—	á	90
RICE—Duty, 12 per cent.			
Carolina..... ....per arroba	—	á	28
Brazil.....do ...	—	á	28
Piedmont.....do...	—	á	26
SALT—Duty, 1 dol. per fanega; Cadiz & St. Ubes on board do.; Cape de Verd	10 rs. silver		
Table, fine ..... arrobe	—	á	8
SALTPETRE—Duty, 5 per cent.			
SOAP—Duty, 19 per cent.			
Spanish .....per arrobe	—	á	45
Marseilles.....do.....	—	á	35
American, yellow.....do....	none		
English .....do....	none		
SPIRITS—Duty, 39 per cent.			
Brandy, Spanish, 34 á 35 deg.	—	á	1600
» French	—	á	1550
» Aniseed 28 deg.....	—	á	1500
» from the Baltic 34 á 35	—	á	1300
Gin, German in pipes, 20 deg.	—	á	1000
» in cases and baskets of 1 dozen jars.....	—	á	45
» in demijohns of 1 gallon	—	á	14
» in do. of 3 gallons ..	—	á	37
Rum, New England, 140 gals.	no sales.		
» Havana, (caña) 20 deg. 128 gallons.....	—	á	1000
» Rio Janeiro do. do. ..	—	á	950
STARCH, Wheat—Duty, 28 per cent.			
Per arrobe	—	á	32
SUGAR—Duty, 28 per cent.			
Loaf .....per arrobe	—	á	47
Crushed, refined.....do....	—	á	45
Havana, white.....do...	—	á	36
» brown .....do....	—	à	28
Rio Janeiro, white campos do. new	none		
» brown.....do....	—	—	
» dark brown do....	—	—	
Pernambuco, white ....do....	34	á	35
» brown ....do....	—	á	26
Santos, white,.... old 30, new	28	à	30
» brown ..... do....	—	á	27
Reconcavo.....	none.		
TEA—Duty, 28 per cent.			
Gunpowder and Imperial, per lb.	—	á	12 4
Hyson .....do..	—	á	6
Pouchong, superior.....do..	10	á	15
Do. inferior.... .....do..	4	á	6
Orange Pekoe .....do..	—	à	15
TOBACCO—Duty, 39 per cent.			
Bahia, leaf.....per arrobe	—	á	40
Brazil, black superior...do....	—	á	130
Cavendish, 1st quality...do....	90	á	100
Do. inferior.....do....	no demand		
Maryland, leaf.....quintal	120	à	140
Cigars, Hamburg	—	á	250
» Havana	300	á	400
» Regalia	—	á	700
TWINE.			
English..... ....per quintal	—	á	500
India .....do....	—	á	300
Spanish.....do....	—	á	500
VERMICELLI—Duty, 54 per cent.			
Genoese, assorted....per arrobe	—	á	56
Spanish do. .....do....	—	á	56
VINEGAR—Duty, 39 per cent.			
French, refined double, per pipe	—	á	1300
Spanish .....do.....do...	—	á	1300
WINES—Duty, 39 per cent.			
Port .....per pipe	—	á	4000
» bottles.....per dozen	—	á	200
Lisbon, or Figueira, red.....	—	á	700
» superior	—	à	800
» white.....	—	á	1200
Marseilles	—	à	580
Malaga, sweet and dry.....	—	á	1100
Catalonia	—	á	620
Cette	—	à	590
Sicilian	—	á	590
Santerne, per case, 12 bottles	—	á	80
Bordeaux, 1st quality, per cask	—	á	425
» 2nd »	—	á	375
» Façon	—	á	300
» superior in bottles ..	—	á	110
» 2nd quality.....	60	á	65
Champaign, superior, dozen....	200	á	300
Muscatel.....	—	á	65
YERBA Parnaguá, best	—	à	30
ZINCK—Duty, 5 per cent.			

EXPORTS.

FEATHERS.			
Ostrich, long black.....lb..	8	á	9
» white.....do..	17	á	18
HAIR.			
Horse, short.....arroba	40	á	45
» mixed.. .....do..	55	á	60
» long 18 to 24 in...do..	90	á	110
HIDE Cuttings, baled...quintal	35	á	36
HIDES.			
Matadero or saladero, fleshed, 27 to 28 lbs.....pesada	54	á	57
Matadero, country, 25 to 29 lbs.	50	á	52
For Spain.....	44	á	46
» North America	43	á	44
Of all stake.....	40	á	45
Salted ox..	38	á	46
» cow.....	30	á	31
Horse, salted.....	24	á	28
» dry	16	á	18
HORNS.			
Ox.....thousand	600	á	800
Cow.....do...	250	á	300
JERKED Beef.....quintal	—	á	38
SKINS.			
Calf, 3 to 12 lbs. per pesada....	45	à	50
Chinchilla.....	none		
Goat .....—	á 19rs. silv		
Nutria.....	none		
Sheep, washed, fine and ordinary..... .....dozen	31	á	33
Do. dirty, nominally....do..	22	á	26
TALLOW.			
Matadero, raw.....arroba	22	á	23
Do. melted, 1st class, do.	32	á	33
Do. pure, 2nd class, do.	27	á	29
Grease and tallow..... do.	26	à	28
WOOL.			
Ordinary, washed.....arroba	25	á	32
Do. dirty.....do..	11	á	12
Mestiza, washed.....do..	30	á	40
Do. dirty.....do..	15	á	20
Fine, washed.....do..	40	á	55
» dirty.....do..	20	á	30

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

BISCUIT, common.....arroba	—	á	18
» fine.....do..	—	á	25
BRANDY, Mendoza and San Juan.....per barrel (silver)	—	á	12
CHARCOAL load of 12½ fanegas	—	á	230
FLOUR .....arroba	18	á	20
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	24
Raisins, Mendoza.....do..	—	á	27
Walnuts .....do..	—	á	40
GRAIN.			
Barley.....fanega	—	á	34
Beans, native (porotos)...arroba	10	á	12
» from the interior.....	none		
Maiz .....fanega	—	á	45
Wheat, best quality .....do..	—	á	60
» 2nd » .....do..	—	á	40
» inferior .....do..	—	á	20
GLUE .....arroba	—	á	25
LIME, Cordova.....fanega	100	á	105
Do. Paraná.....do..	30	á	32
OLIVES.....arroba	—	á	35
POTATOES .....arroba	8	à	10
SOLE Leather.			
Corrientes.....	2 4á		2 6
Paraguay.....each, (silver)	3	á	3 2
Tucuman, ox, each .....(do)..	—	á	3 4
Do. cow » .....(do)..	—	á	3
TOBACCO, Paraguay, Villarica	—	á	35
Valles.....	—	à	30
TONGUES, salted.....dozen	—	à	10
VERMICELLI.....arroba	—	á	36
YERBA, Paraguay superior...	48	à	50

MONEY MARKET.

EXCHANGE—England, per oz.	—	à	68s.
» France, per oz.	86½	á	87f.
» Montevideo, par	á ½	p. ct.	disc.
» Rio Janeiro, par	á ½	p. ct.	disc.
» United States.	4 á	4½	»
STOCK—Six per cent.....		at par.	
» Four per cent.		in proportion.	
BULLION—Spanish Doubloons	321	á	322
» Patriot....do....	316½	á	317
» Do. Dollars....	—	á	19½
» Spanish do. and Patacones....	20	á	20¼
» Plata Macuquina..	—	á	18½

The highest rate of Exchange upon England during the week, 68s. 6d. per oz.

The lowest, 68s. per oz.

In currency, at $2\frac{3}{16}$d. per dollar.

The highest price of Doubloons during the week 323.

The lowest 316½.

Permits for shipping specie, premium per cent. nominally.... á ¾

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain	£4¼ p. 2240 lbs.	47s.6d.p.2240 lbs.	In box 4s. 6d. In p. 3ds. 6d. per 40 lbs.	27s.d6. á 30s. 40ft.	nominal.
France	80 fs. p. 900 k.	40 f. p. 1000 k.	45 fs. p. 1000 k	60 fs. p. 42 ft.	
Continent.....	£4. per 2240 lbs.	£1. 10s.	....none....	£1. 15s.	nominal.
Cadiz.....	$32 p. 2000 lbs & 10 p. cent.				
United States...	$15 per 2000 lbs.	$6 p. 2000 lb.	....none....	$6 per 40 ft.	.....
Rio Janeiro.....	....none....	....none....	....none....	....none....	4 rls. p. 100 nominal.
Havana.....	....none....	....none....	....none....	....none....	7rs. p. 100 lbs.

George Thomas, Responsible Editor.