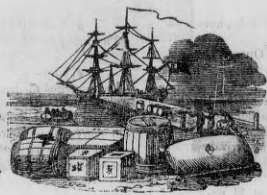


BRITISH PACKET



AND ARGENTINE NEWS.

(No. 1181.)

BUENOS AYRES, SATURDAY, APRIL 14, 1849.

[Established in 1826.]

BUENOS AYRES.

The French steamer *Chimere* which sailed from this port on the 9th inst., for the Buco, carried passenger Don Antonio Reyes, Oriental Chargé d'Affaires in this city, with important dispatches for President Oribe touching the late diplomatic transactions. It is understood that Admiral Leprieux will remain here till the return of the *Chimere*.

The *Gaceta* of the 12th inst., contains some curious information relative to the late doings of M. Picolet, ex-Chargé d'Affaires of Sardinia in this country. "From the day that he arrived in Europe," says our contemporary, "that turbulent diplomatist unscrupulously set about exciting ignoble passions and interests with the view of dragging the governments of France and England into a fresh armed intervention against the republics of La Plata. His first steps were taken in England, where he was unable to shake Lord Palmerston in his resolution peacefully to pursue another line of conduct, by which his lordship hopes to arrive at a final settlement of the existing difficulties between the Argentine Confederation and Great Britain. At the same time, Lafone in Liverpool employed as means of influence the *Morning Chronicle* and *Morning Herald* newspapers, publishing false representations for the purpose of inducing the British government to determine upon an armed intervention; but all to no effect, as was to be expected, in view of the position maintained by H. M's. government since Lord Howden's mission."

The same journal also gives the following other items of intelligence—

"In the National Assembly of France the Minister of Foreign Affairs had promised that by the 15th of February he would be prepared to discuss the political question of the River Plate, on applying for funds to pay the bills drawn in Montevideo. It was thought that the monthly subsidy of 40,000 francs granted to the nominal government in that city would be discontinued."

"News had just been received in London that the traitor Flores had been discomfited in his last attempt at invading the Ecuador, and that, having taking refuge in Panamá with a small number of so-called officers, he had been immediately expelled by the government of New Grenada. Flores' followers had dispersed, every one fleeing in the direction he could, and the adventurer Wright, Flores' aide-de-camp, had already returned to London from the wild-goose chase."

The Montevideo agents in Liverpool, according to the *Gaceta*, had made a fruitless attempt to prevent the admittance there of the Argentine barque *Manuelita*, with a cargo of produce hence, upon the plea that she was not Argentine bottom. We shall give in our next some interesting particulars relative to this disreputable transaction, in which the Liverpool clique has sustained a signal defeat, owing to the promptness of the Argentine minister and the equitable spirit in which he was met by the Lords of the Treasury.

UNITED STATES.

The *New York Enquirer* of the 20th January gives the news of a gigantic project—the construction of a railway from the banks of the Mississippi to the Pacific ocean!

Gen. Wm. Bayard, the author of this project, had already presented his proposal to Congress. The general engages to carry the railway from the banks of the Mississippi, across the Rio Grande, New Mexico and California to the gold region, to complete the stupendous work in eight years, and to deposit five millions of dollars in the public treasury as a guarantee for the fulfillment of the contract. The contractor requires as a compensation twenty five miles of land on each side of the railway through its whole extent.

The distance in a straight line from the banks of the Mississippi to the city of San Francisco is calculated to be 1500 miles, and consequently the contractor asks seventy-five thousand square miles of land from the state as a retribution for the expense he will sustain. He would appear to ask a good deal, but the land he requires is almost all a desert.

The American press countenances this undertaking. The *Enquirer* says—

"We have repeatedly shown the government the necessity of acting promptly and energetically in this question of a railway to the Pacific, and it is therefore useless to develop again our arguments in its favor. The government should conclude forthwith the contract with the house of Aspinwall & Co., inasmuch as we will thus have in the course of two years a road to California by the isthmus of Panama; but this cannot nor ought to be a reason for not treating at once about the direct railway to the Pacific through the public domain. It is a national measure in which not only the whole country but the whole civilized world is directly interested."

The contract with the house of Aspinwall & Co. to which the foregoing article refers, is for a railway across the isthmus of Panama, for which the government will pay the contractors the sum of 250,000 dollars per annum for 20 years, the latter engaging to convey gratis, during that same period, the mails and the civil and military officers of the United States, and all supplies, ammunition, &c., belonging to the government, and not to charge more than five dollars per ton on all articles imported in American bottoms, nor more than five dollars for each passenger conveyed in an American vessel.

This project was under discussion in the house of representatives.

PACIFIC RAIL ROAD.—Mr. Benton's bill for a Rail Road to the Pacific, which has been referred to the Committee on Military Affairs, proposes its construction at Government expense, from St. Louis to San Francisco, with a branch extending to the Columbia River, Oregon. He proposes to make a rail road wherever it is practicable, and a turnpike where the rail road is impracticable, and to apply 75 per cent. of the avails of public lands in California and Oregon, and 50 per cent. of all other public lands to the purposes of constructing the road.

Proposed Line of Steamships and Railroad to New Orleans.—There are so many railroad and steamship companies projected from day to day, that it is really difficult to remember them all. While examining into one, and speculating on the benefits which will accrue from it to the country, as well as to the stockholders, we are startled by the announcement that another railroad, or another line of steamships is projected; and while in like manner indulging in the results that will flow from it, up comes another. Thus it is from week to week, and month, and thus it will be, until the country is intersected with railroads, and we have a fleet of steamships equal to any in the world.

The latest project of this kind that has come to our knowledge, is one for bringing New Orleans within five days of New York, by means of a fleet of steamships from New York to a point on this side of the peninsula of Florida, and another from a point on the other side to New Orleans—the two points in Florida to be connected by a railroad across that peninsula. An act of incorporation has been secured by the parties who originated the scheme, from the Legislature of Florida, and the title of the company which is about to enter upon this great enterprise, is the Atlantic and Gulf Railway Company. The preliminary steps have been taken, and the survey of the route will be made as soon as possible. The same company contemplate building twenty steamships to ply between New Orleans and the southern side of the peninsula on the one hand, and New York and the northern side

on the other. At first the communication will be weekly, afterwards semi-weekly, and of-ten, until all of their vessels shall have been constructed, and then a vessel will leave each port daily.

The advantages that would flow from the completion of this enterprise is obvious. The railroad across Florida would obviate a distance of some six hundred miles of the most dangerous navigation. On the whole of our extensive Atlantic coast, there is not a more dangerous part than that in the neighbourhood of the terminus of the peninsula of Florida, known as Cape Florida. It is replete with reefs, rocks, and bars, which are the dread of all mariners; and until that cape is safely weathered, no coasting vessel can be considered safe. In addition to this, there will be a saving of fully one hundred per cent in the time occupied in transporting the mails between New York and New Orleans. It now takes ten days to convey them from that port to New York, while by the proposed route it will not take more than five.

THE IRISH IN NEW YORK.—We give, in another column, a report of the complimentary dinner that was given, the evening before last, to Messrs. Bergen and Ryan, the American sympathizers. While we are on this subject, we cannot help remarking the unfortunate condition of the Irish in this country and at home. They come from Ireland to this country to enjoy perfect liberty, and yet we see the same feuds prevail among them here which have been the cause of their misfortunes in their own country. There are four journals published here devoted to Irish interests, and they are thoroughly opposed to each other. The Bishop's journal attacks the *Nation*, and the *Nation* attacks the Bishop's journal. It is this quarrelsome spirit, this continually disturbing temper, which has been the cause of all the degradation of the Irish race in Ireland, and which holds them up to ridicule and depreciation in this land, where they enjoy perfect liberty, and where they might make themselves entitled to the highest respect, if they would but live peaceably together and settle their difficulties in a rational manner.—*New York Herald*.

[From the *New Orleans Picayune*, Feb. 6.]

We have files of papers from Campeachy to the 20th ult. From these we learn that the Indians made repeated attempts to retake Valladolid and Tlhoctuc, but that they have been as often repulsed. On the 10th ult., particularly, they received a severe lesson from Col. Gonzalez, who made a large number of prisoners. They are represented as destitute of ammunition, and being otherwise straitened in resources. The tone of the press indicates that on the east side of the Peninsula they have been checked thoroughly; but not so on the west, for we find that an incursion has been made by a great number of them into the district of Campeachy, even threatening the city. The governor has been called upon to protect the place, the inhabitants appearing unable to protect themselves. The American volunteers are spoken of respectfully in the papers, and are said to have incurred severe losses from excess of courage in exposing themselves to unnecessary hazards.

Late news from Honduras announces the expected fall of the town of Bacalar into the hands of the Yucatecos, who were advancing against it with 800 men. Bacalar is the place from which the Indians drew their supplies, which they readily obtained from Belize, in the vicinity of which it lies. Some fear is expressed by the *Honduras Gazette*, for the security of the inhabitants of the country parts about Belize, in the approaching conflict.

The *Honduras Gazette*, published at Belize, of the 6th ult., states that intelligence from the interior is very unsatisfactory. New insurrectionary movements have taken place in Salama and all the country thence to Guatemala, was in a state of disorder and anarchy. A change of government has been effected in Honduras, and Omos is now in the power of Señor Bustillo, as Commandant.

CALIFORNIA.

San Francisco, California,
December 25, 1843.

My Dear Sir, Commodore Jones has but this moment informed me that the Ohio will sail to-day for Mazatlan, and I take the opportunity for forwarding a few private letters. I also enclose two or three private letters, these being

the only means of getting them to the United States. Will you please to have them sent to the post-office in Washington.

Since I last wrote to you, the affairs of this country have been constantly getting worse. We have no government here, either civil or military, and the country is full of lawless men, who are committing the most shocking outrages. Murders and robberies are of daily and I might almost say of hourly occurrence.

Not an arrival occurs from the north, south, or the interior, but notices the community of new acts of villany which go unpunished.—Within six weeks more than twenty murders have occurred in a white population of less than 15,000 souls.

The people are now acting in self-defence; and four or five days since, three men were hung by Lynch law, sixty miles from this place. It is of the last importance that the distressing condition of California should be impressed upon those at Washington who have the power to apply a remedy.

The people are now preparing to organize a provisional government, but should Congress give us a territorial organization at the present session, it will supersede the popular local organization now taking place, but which cannot go into effect before the ensuing summer.

The United States revenue laws are now in force here, and will yield an income of say \$450,000 the ensuing year, and perhaps more, and four-fifths of this amount will be collected at this port. Much dissatisfaction exists at the payment of such a tax on the inhabitants, without either a government or a representation. This feeling is gaining ground from day to day.

I wrote you a very long semi-official letter some time since, (September 15) going at length into the history of the gold mines. I trust that you have received that communication, as it accompanied other official papers, all of which, I am informed, were correctly sent from Mazatlan to Vera Cruz about six weeks since.

I have only time now to inform you that every thing stated in that letter has been more than realized up to this date. The gold mines continue to be as rich as before, although the rainy season has caused many to suspend their work.

There can be no doubt that at least \$4,000,000 of gold, at \$16 per ounce troy, has been taken from the mines. The most accurate estimates I am able to make show that \$1,500,000 have been sent from the country, and \$1,000,000 of it has gone from this port.

One vessel took \$400,000. Two-thirds of all that has been exported has gone to foreign countries, and, consequently, to foreign mints.

I am, dear sir, in great haste, yours truly,

J. L. FOLSOM.

General Jesup, Washington, D. C.

MARINE LIST.

PORT OF BUENOS AYRES

April 7.—Wind W. N. W., in the evening changed to E. S. E., slight rain during the night.

Sailed, Italian barque *La Paz*, 252 tons, Juan B. Facio, for Genoa, despatched by Lavallol & Sons, with 54 bales wool, 3 do. hide cuttings, 5 do. sheep skins, 4,123 dry ox and cow hides.

Italian brigantine *Atahualpa*, 121 tons, Andres Cavagnaro, for Montevideo, in ballast.

April 8.—Wind S. E.

Arrived, Sicilian schooner *Regeneracion*, 145 tons, Pablo Iuzerillo, from Pernambuco St. March, to Diego Calvo & Sons, with 300 barrels, 100 half barrels sugar, 135 pipes caña.

Sailed, British brig *Astare*, 287 tons, F. Roberts, for Ensenada, to take in cargo.

Italian polacre *Danele*, 145 tons, B. Denegri, for Genoa, despatched by Piaggio, Pietrnera & Co., with 2000 salted ox and cow hides, 5008 dry do. do., 4500 horns.

April 9.—Wind E. S. E., fresh.

Arrived, National brigantine *General Rosas*, 121 tons, Santiago Dasso, from Patagonia 30th ult., to Maggiolo & Migoni, with 600 salted ox and cow hides, 200 dry do. do., 500 fanegas wheat, 160 chees, 8 hams, 17 large horse hair, 8 boxes sundries.

Notice.

Holland gin in cases, received by Messrs. Symon Rybnende 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.

Two or three single gentlemen can be accommodated with furnished rooms and board by applying at No. 6 Calle de la Piedad.

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.

Table of import prices including items like Ale and Porter, ANCHOVIES, BEES WAX, CANDLES, CASSIA, CARDS, CHEESE, CIDER, COFFEE, FLOUR, FRUITS, and various oils and wines.

Table of import prices for various goods including FIRECRACKERS, GLASS, HAMS, HONEY, IRON, LARD, LEAD, LUMBER, MOLASSES, NAILS, NAVAL STORES, OILS, PAINTS, PEPPER, RICE, SOAP, and SPIRITS.

Table of import prices for various goods including Rum, STARCH, SUGAR, HAVANA, RECONCAVO, TEA, TOBACCO, TWINE, VERMICELLI, VINEGAR, WINES, and various oils.

Table of import prices for SKINS, BISCUIT, BRANDY, CHARCOAL, FLOUR, FRUIT, and GRAIN.

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

Table of prices for domestic goods including BISCUIT, BRANDY, CHARCOAL, FLOUR, FRUIT, GRAIN, and various oils.

EXPORTS.

Table of export prices for FEATHERS, HAIR, HIDE Cuttings, HIDES, and HORNS.

HONEY MARKET.

Table of honey market prices including EXCHANGE, BULLION, and various oils.

FREIGHTS.

Table of freight rates for various destinations including Great Britain, France, Cadix, United States, and Rio Janeiro.

George Thomas, Responsible Editor.