

# BRITISH PACKET

AND

## ARGENTINE NEWS.

(No. 1182.)

BUENOS AYRES, SATURDAY, APRIL 21, 1849.

[Established in 1826.]

### BUENOS AYRES.

We have been favoured with a perusal of the *Liverpool Journal* of the 10th of February. In the House of Commons certain resolutions had been passed, which are calculated if not to curtail speeches, to diminish their frequency. The forms of the House are rendered less lax, so that fewer questions can be asked; and although the privilege of useless amendments is retained, it is, in certain cases, provided that, when made, they shall, as plain matters, want the piquancy and flavour of oratory. There seemed to be a fixed determination to get through business with a commendable alacrity. The measure for continuing in force the suspension of the *Habeas Corpus* Act in Ireland was carried quickly, and by an overwhelming majority, only 18 English and Irish members having voted against ministers. In the mean time the poor-law was sent for inquiry up stairs; the hungry were to be saved from death, and, for the last time, parliament was called upon for assistance. The case, however, was not so very bad: out of 131 unions, 100 were able to provide for their own poor.

The following are items of continental intelligence.— In the National Assembly of France, on Tuesday, Lamartine made a brilliant speech in favour of a dissolution of the chambers, and on Wednesday, the amendment which he supported was carried by a majority of 133. This fixes the dissolution of the Assembly, which must take place within 80 or 90 days. The Assembly retains the power to discuss the budget, but this does not preclude its existence.

A letter from Toulon of the 30th ult., announces that the government, feeling the necessity for economy in all branches of the public service, have resolved to recall the Mediterranean fleet into harbour.

M. Thiers has left Paris for Lille, where his father-in-law, M. Dosne, lives. It is understood that the reason of his quitting the capital is the annoyance and danger to which he has been subjected for a considerable time from a set of ruffians, who send him anonymous letters, threatening his life.

The elections in the papal states have been decidedly in favour of the Democrats. The correspondent of the *Daily News* writes:—

"On the 6th of February, the Constituent Assembly is sure to meet in full force, and until then the fate of the Pope's future position in these territories cannot be positively known."

Letters from Gaeta of the 27th ult., announce the arrival in that port of more Spanish vessels, having on board 3,000 men for de-embarkation.

It is said that Austria has protested against the intervention of Spain in favour of the Pope.

At Naples, on the 25th ult., there was much talk created by the fact of 600 Sicilians having volunteered to join the Neapolitan army at Messina.

Intelligence from Berlin to the 3d inst. has been received. It is said that the British ambassador has received from his government the order to protest formally, in case the King of Prussia accepts the imperial crown.

It is rumoured that Prussia proposes to confer the executive power of Germany on a confederate council, to be composed of members chosen by the six or seven circles of the empire into which (according to the Prussian plan) the states of Germany are to be divided, Austria, Prussia, and Bavaria forming the first circle.

The *Cologne Gazette* states, from Posen, that the Emperor of Russia has ordered the levy of a large additional force in Poland.

It was considered certain that, even if the armistice with Denmark should not be renewed, no hostilities with that state would be undertaken on the part of Prussia.

We noticed a few weeks since a long and insolent letter from the Montevideo agent in London to Lord Palmerston, demanding a re-

newal of armed intervention in those waters on the part of Great Britain. The following pertinent and cutting reply of the noble lord had the effect of making O'Brien throw up his commission of titular Consul General, and set out to join Flores, as we before stated—

Foreign Office, Nov. 13, 1848.

Sir,—H. M.'s government have taken into consideration the letter which you addressed to me on the 7th inst. upon the affairs of the Oriental State of the Uruguay, and the necessity which, in your opinion, exists for the interference of Great Britain in aid of that state, and I have to observe to you in reply, that those who appear now to direct the affairs of Montevideo are a handful of foreign adventurers who hold military possession of the capital, and control the nominal government of the city, and that beyond the walls of that only city the persons who call themselves the government of the Uruguay have not a single inch of ground under their command. It is evident, on the other hand, that the parties who exercise that controlling influence in the city of Montevideo are the cause of the continuance of the evils of which you complain, and that peace would be restored in the territory of the Uruguay, if those parties who are holding out in the capital were to enter into arrangements with General Oribe.

I have the honor to be,

Your obedient humble servant,

PALMERSTON.

Gen. O'Brien, Consul General of the Oriental Republic of the Uruguay.

About the end of November last, the Argentine barque *Manuelita*, Hugg, master, arrived at Liverpool, with a considerable cargo of produce from this country belonging to the house of Messrs. Nicholson, Green and Co., the vessel having regular papers of Argentine nationality and carrying the flag of the Confederation. The agents of Montevideo in Liverpool immediately gave publicity to the fact, denouncing the Argentine nationality as unlawful, and recalling in a spirit of malignancy, that, according to the treaty between this country and Great Britain, of the 2d of February, 1825, as well as by the Navigation Laws of England, the *Manuelita* could not be admitted in the custom houses of the United Kingdom, but should be sent back. They dared Lord Palmerston to relax the provisions of the treaty in this respect, and to make any concession in the regulations sanctioned by the authority of parliament; and for the purpose of making more noise, they had the denunciation copied in the *London Times*. The Liverpool custom-house refused, in consequence, to allow the vessel entry, signifying, however, to the parties concerned, that they might apply to the Lords of the Treasury, under whose direction the custom-houses are, as the only authority who could modify the dispositions relating to their administration.

In pursuance of this, Mr. Nicholson drew up a memorial to the Lords of the Treasury, which he went to London to present, and at the same time addressed to our Minister at that court the following representation—

London, Dec. 1, 1848.

Sir,—On occasion of the arrival of the Argentine barque *Manuelita*, Hugg, master, at Liverpool, where H. M.'s custom-house has refused her cargo entry on account of her not being of the build of the Argentine Confederation, I have now the honor to solicit Y. E.'s official intervention with the Rt. Hon. the Lords Commissioners of the Treasury, to whom I have presented a memorial on the subject, in order that that obstacle may be removed, and that the produce which said vessel brings may be admitted into the market of the Kingdom.

I observe in the treaty of commerce between this country and Peru-Bolivia, dated the 5th of June, 1837, that vessels under the flag of that state (see the additional article No. 1) *wherever built*, are allowed entry in H. M.'s custom-houses for the term of 15 years, reckoning from the date of the ratification of said treaty; and besides that the King of the United Kingdom of Great Britain and Ireland reserves to himself at the expiration of said term of 15 years to claim the principle of restriction stipulated in Art. VII abovementioned, if it should be considered that the interests of British navigation are injured by the present exception in favour of Peru-Bolivia vessels. There can be no doubt that, giving this clause a liberal construction, it implies the continuance thereof in full force, even after the expiry of the 15 years.

It appears also by the treaty of commerce between the United Provinces of the River Plate and this country, that a like privilege was conceded to vessels under the Argentine flag, but only for the term of 7 years. Hence, therefore, that Y. E. representations will be attended to, and obtain the extension of the

privilege for 8 years more, from this date, especially as Buenos Ayres was the first of the South American States which made a treaty of commerce with Great Britain, and taking into consideration that the same reasons which were had in view to grant these privileges at first, still exist in full force at present. I beg likewise to call Y. E.'s attention to the fact, that this country has no treaty of reciprocity with the Republic of Chili, and that that state having a considerable mercantile navy, constructed in other countries, if such vessels were denied entry in these British ports, it might in all probability follow that British vessels would be also excluded on the part of the Government of Chile—a measure which would cause great injury to England, in the proportion of 30 to 1.

Hopeing that Y. E. will lose no time in bringing this question under the consideration of H. M.'s Government, as the cargo of the *Manuelita* is of a perishable nature.

I have the honor to be, &c.

(Signed) John Nicholson,  
No. 18, Tower Buildings,  
Liverpool.

H. E. Don Manuel Moreno,  
&c. &c. &c.

The nationality of Argentine vessels in order to allow the concessions made to them in the treaty between the Argentine Confederation and Great Britain, is defined in art. VII, which runs thus—

Art. VII. In order to avoid any misunderstanding with respect to the regulations which may respectively determine what shall be considered as being a British vessel, or a vessel of the said United Provinces, it is hereby agreed that all vessels built in H. B. M.'s dominions, owned, navigated and registered according to the laws of Great Britain, shall be considered as British vessels; and that all vessels built in the territory of the said Provinces, duly registered and owned by citizens thereof, or any of them, and whose captains and three-fourths of the crew are citizens of the said United Provinces, shall be considered as vessels of the said United Provinces.

This qualification which has been called reciprocal, but which in reality is only restrictive, regard being had to the want of a mercantile navy of one of the parties, and the difficulty for a long time to arrive at the possession of one, was literally copied from the treaty with Buenos Ayres, the first made by England with the new States, and embodied in the subsequent treaties with Colombia and Mexico, and later in the treaty with the pretended government of the Peru-Bolivia Confederation and the nominal government in Montevideo. But, from the beginning Art. VII was the subject of representations against its expedience and equity. The British government, yielding to those remonstrances, as far as it was in their power, applied to Parliament to suspend for seven years the restrictions of the article, and obtained the act of the 22d of March, 1836, annexed to our treaty, under the title—Act of the British Parliament to carry into effect the treaties of commerce with Buenos Ayres, Colombia and other countries in America, which at present have no merchant vessels—which provides that for the term of seven years from the date of the respective treaties, the vessels of said republics, wherever built, duly carrying their flag, shall be considered as national vessels; and shall during the same period be admitted in the British dominions, any provision of the Navigation Laws notwithstanding, which laws are temporarily suspended in this respect.

This term has expired.

The imposition by the British Government in their treaties of that time with the new States of the restrictive definition of nationality of vessels, was a necessity and a duty of theirs, in consequence of the Navigation Laws, which are still in force. But the enlightened opinion of these times, and the liberal spirit of H. B. M.'s present government, disposed to a removal of the restrictions on commerce, in opposition to what was before called protection, led to the hope that the request for the admission of the vessel in question in the Liverpool custom-house would meet with a favourable reception. And, in fact, in consequence of the steps taken for this purpose by our Minister in London, the admission of the barque *Manuelita*, as an Argentine national vessel, with the privileges assigned by treaty to our vessels, was ordered by the Lords of the Treasury—a resolution the more satisfactory as it removes the difficulty of a nature which was going to be started with other vessels in a similar position which were expected, and which, moreover, appears to give to understand that H. B. M.'s government are inclined to arrange pacifically the existing differences with our country.—*Gazeta*.

From the last American Papers.  
THE LATE DECISION OF THE SUPREME COURT OF THE UNITED STATES, declaring unconstitutional

the law of this state taxing immigrant passengers, will prove most disastrous to our benevolent organizations for the protection of poor passengers. Our Commissioners will thus be thrown back upon the city or the state, and upon the city, we presume, will fall the whole burthen of supporting the emigrants. The state, it is said, will have to refund two hundred thousand dollars of passengers money to the merchants.

It does not appear to be generally known that the prohibition of intercourse between Hayti and Jamaica, which formerly existed, has been removed by an act of the British Parliament, and vessels may now touch and trade at Hayti, on their way to Jamaica. Passengers are also allowed to land at Jamaica from Hayti, whether natives of that country or otherwise.

The Missionaries in the Sandwich Islands have forwarded a reply to the late charges made against them. It is published in the *Missionary Herald* for January. The missionaries invite from the civilized and christian world a fair and impartial examination of their labors. They claim that a nation has been rescued from the grossest form of savage life and educated and elevated to an equality with many civilized countries. While aboriginal tribes in other countries have totally disappeared under the influence of vices peculiar to civilized life, the Hawaiians have gradually ascended in the scale of civilization, with only a slight diminution in the number of inhabitants. These are facts which the advocates of modern civilization can readily accept in full vindication of the missionaries.

But the statements of the missionaries are denied by a newspaper published in the Sandwich Islands, and by citizens of the United States, including, it is said, Mr. Anthony Ten Eyck, lately appointed United States Commissioner to those Islands. Under these circumstances it might be desirable for Congress to appoint a commission to ascertain the actual condition of the Islands, and the influence which civilization and christianity have exerted. We do not doubt the truthfulness of the missionaries. We believe they are honest in their views. So also, no doubt, are those who take exception to their policy. It is for many reasons desirable that the truth of the controversy should be fairly and impartially ascertained, and we think the subject is so intimately connected with modern civilization, that Congress would be justified in appointing a commission to proceed to the Islands. (Sun.)

GENERAL STATEMENT OF THE OPERATIONS OF THE PUBLIC STOCKS FROM THEIR COMMENCEMENT ON THE 1st JANUARY, 1822, UP TO THE END OF MARCH 1849, TOGETHER WITH CASH ACCOUNT FROM 1st JANUARY TO 31st MARCH OF THE PRESENT YEAR.

### Public Stocks.

	Dr.		Cr.	
	4 per 100. Ds.	6 per 100. Ds.	4 per 100 Ds. Rs.	6 per 100 Ds. Rs.
To Amount created by laws 26th October 1821, up to 28th March, 1840	2,000,000	52,360,000		
	2,000,000	52,360,000		
By Amount of Stock unclaimed	10,397 64	7,438 4		
By Amount of Stock, not in circulation, belonging to corporations and Pious Establishments	146,923 21	867,045 5		
By Amount of Stock redeemed by the sinking fund in 31st Dec. 1848.	845,068 14	36,221,736 34		
By Amount of Stock redeemed between the 1st January and 31st March, 1849, 6 per cent. at par	100,000	2,000,078 1		
By Balance, being amount in circulation at this date	886,610 5	13,257,641 64		
	2,000,000	52,360,000		

**Cash Account.**

	Ds.	Rs.	Ds.	Rs.
To balance at the end of December last			4,720	399 4
To Amount received from the Customs to pay interest on sinking fund Jan., February & March			938	799 71
To Amount received from the Mint belonging to deposit of sinking fund deposited there according to law of 30th March 1848.			124	362
			5,783	461 36
By Amount of interest 4 per cent. in Jan. last	11,553 3			243,056 2
By Amount invested in redeeming Stock in the present quarter			3,074,854	34
By Balance } For interest, 334,327 24 } } To next } For sinking fund, 3,131,213 34 }			3,465,540	6
			5,783,461	34

Buenos Ayres, March 31, 1849.  
 John Alsina, President—Miguel de Riquelme, Vice-President—John Baptist Peña—Bonifacio Huergo—Simon R. Mier—A. Ibañez de Luca, Secretary and Accountant.

**MARINE LIST.**  
**PORT OF BUENOS AYRES**

**April 14.—Wind N.E.**  
 Arrived, British brig Iddo, 201 tons, David Japp, from Bahia 24th ult., in ballast, to order.  
 Sailed, Bremen brig George Duckwitz, 235 tons, J. W. Schaeffer, for Hamburg, despatched by Freyzer Brothers, with 2623 salted ox and cow hides, 14,125 dry do., 15 bales wool, 4 do. horse hair, 2 half bales do., 14 chiguas do., 2 bales ostrich feathers.  
 British schooner Bosphorus, 216 tons, John Gibson, for Liverpool, despatched by Briscoe, Stewart & Co., with 6498 salted ox and cow hides, 158 pipes and 304 boxes tallow, 26,000 bones, 36 bales wool, 28 do. sheep skins, 2 bales horse hair.  
 Holstein brigantine Elizabeth, 160 tons, L. von Ehren, for Pernambuco, in ballast, despatched by Louis Winter.  
 French lugger L'Echo, 212 tons, Antoine Darlan, for Havre, despatched by Thomas Rousse & Co., with 9160 dry ox and cow hides, 257 barrels and 103 boxes tallow, 2 bales wool.  
 American barque Ellen Augusta, 199 tons, Nelson Ham, for the Pacific, despatched by Jose Coelho Meyrelles, with 48 pipes, 16 h f do. and 54 quarter casks red wine, 25 quarter casks white do., 150 quarter casks and 150 cases gin, 1 box cards, 15 barrels and 4 boxes cognac brandy, 75 barrels porter, 43 pipes and 75 barrels caña, 100 barrels flour, 64 boxes frontignan wine, 30 do. rum, 60 do. oil, 50 jars do., 15 boxes cigars, 30 barrels and 66 boxes sugar, 10 bags coffee, 2 half pipes vinegar, 2 bales white paper, 4 tercios yerba, 5 boxes crude sugar, 13 boxes, 21 casks and 7 kegs hardware, 1000 iron pots, 40 dozen spades, 1 box drugs.  
 Italian schooner Generoso, 54 tons, Gaspar Repetto, for Montevideo, in ballast.  
**April 15.—Wind N.E.**  
 Arrived, British barque Isabella, 221 tons, Samuel Herbert, from Liverpool 11th February, to Stanley, Black & Co., with 337 bales and 216 boxes merchandize, 20 barrels, 2 boxes and 604 bundles hardware, 230 bundles, 357 bars and 10 pigs iron, 1 crate earthenware, 35 bales and 42 boxes dry goods, 3 kegs nails, 70 tons coal, 30 tons flag stones, 19 iron pots, 8 bundles samples.  
 British barque Argentina, 246 tons, Morton, from Liverpool 6th February, to Nicholson, Green & Co., with 125 crates earthenware, 855 bundles hoop iron, 19 barrels and 4 boxes hardware, 150 kegs nails, 165 boxes and 206 bales printed cottons, 6 do. carpeting, 21 bales and 19 boxes woolens, 15 bales cottons, 6 boxes cotton thread, 10 boxes haberdashery, 6 anvis, 6 boxes hosiery, 13 bales candlewick, 1 box thread, 2 boxes books, 40 boxes and 5 bales linens, 3 boxes silks, 50 boxes, 90 bales and 2 bundles merchandize.  
 Spanish brig Chulo, 211 tons, Gerónimo Ferrer, from Matanzas 28th January, to Enrique Ochoa and Co., with 100 pipes aguardiente, 32 half pipes do., 36 barrels honey, 4 quarter casks do., 79 bags coffee, 170 boxes brown sugar, 80 do. white do.  
 Spanish brig Manuel, 155 tons, Pedro Garcia, from Malaga 15th February, to Zumaran & Treasca, with 19 pigs sheet lead, 200 boxes shot, 124 pipes and 8 half pipes red wine, 500 quarter casks sweet do., 200 do. dry do., 10 barrels do. do., 20 half barrels do. do., 250 barrels olive, 25 do. garbanzos, 50 do. red pepper, 25 boxes soap, 50 small boxes do., 20 boxes raisins, 40 seroons almonds, 31 barrels bird seed, 20 boxes oil, 400 jars do., 10 boxes almond oil, 10 bales mats, 38 do. brown paper, 25 tins safran, 1 box silks.  
 Spanish brig Ferrolino, 130 tons, Santiago Montenegro, from Ferrol 14th February, to Pedro Alfaro, with 25 boxes shot, 10 pigs sheet lead, 134 pipes red wine, 100 quarter casks sweet do., 50 do. do. dry do., 100 boxes soap, 301 do. raisins, 10 barrels red pepper, 53 do. anchovies, 10 baskets hams, 3 barrels bird seed, 1 box dry goods, 1 barrel sausages, 2 boxes chocolate, 1 box oil paintings, 2 do. books, 45 doubloons.  
 Passengers—53.

Prussian barque Leopold, 271 tons, J. C. Holtz, from Cadiz 24th February, to Zimmermann, Frazier & Co., with 44 pipes and 13 half do. red wine, 10 pipes aguardiente, 8 pipes aniseed do., 80 quarter casks white wine, 540 reams paper, 15 barrels ground pepper, 10 bags red do., 10 bags bird seed, 4 boxes merchandize, 325 kegs olives, 12 do. tunny fish, 4 do. sausages, 5 boxes oil, 16 barrels do., 20 rolls matted, 50 boxes starch, 4 do. almonds, 135 lasts salt.  
**April 16.—Wind N., in the afternoon changed to N.N.E., rain during the night.**  
 Sailed, British barque Good Luck, 232 tons, Tom De Gruchy, for London, despatched by Charles R. Horne, with 6836 salted ox and cow hides, 102 pipes, 50 barrels, 12 tercios and 599 boxes tallow, 19,816 horns, 10,000 bones, 36 bales wool, 8 chiguas do.  
 British barque Sapphire, 254 tons, John Millar, for Liverpool, despatched by Stanley, Black & Co., with 215 pipes, 256 boxes and 52 marquetas tallow, 3996 salted ox and cow hides, 978 dry do. do., 3,500 do. salted horse do., 7 bales horse hair, 63 do. wool, 12,000 horns, 7000 shin bones.  
 American schooner Forest, 74 tons, John Seaward, for Montevideo, in ballast.  
 Danish brig Ida & Emma, 160 tons, E. Diedrichsen, for Rio Janeiro, despatched by Charles R. Horne, with 3950 quintals jerked beef, 12 bundles hide rope.  
 French barque Felix, 236 tons, John Michael Gallet, for Havre, despatched by Thomas Rousse, with 7683 dry ox and cow hides, 3000 salted do. do., 3350 horns, 150 hides for lining, 27 boxes and 155 marquetas tallow, 2 bales horse hair.  
**April 17.—Wind N.W.**  
 Sailed, British barque Choristor, 276 tons, Thomas Richards, for Plymouth, despatched by Hughes Brothers, with 10,090 salted ox and cow hides, 100 pipes tallow, 25,000 bones.  
**April 18.—Wind S.W.**  
 Sailed, British barque Nemesia, 343 tons, John White, for Liverpool, despatched by John Best and Brothers, with 7772 salted ox and cow hides, 347 dry do. do., 2413 salted horse hides, 500 dry do. do., 372 pipes tallow, 56 barrels do., 475 boxes do., 119 bales wool, 39 bags do., 54 bales hair, 3 do. sheep skins, 11,300 horns, 26 tons bones.  
 American ship Bazaar, 452 tons, Thomas C. Simpson, for Boston, despatched by Zimmermann, Frazier & Co., with 1074 bales wool, 50 do. sheep skins, 1250 dry ox and cow hides, 1 barrel mustard. Passengers—Messieurs Edward Davidson, Joseph M. Moss, James Purdon, Charles Zimmermann and Meares.  
 American ship B. Aymar, 435 tons, Amos Nichols, for Boston, despatched by Zimmermann, Frazier & Co., with 692 bales wool, 50 do. sheep skins, 13 do. hair, 5 do. calf skins, 4 do. ostrich feathers, 4790 dry ox and cow hides. Passengers—Messieurs Samuel Tyler lady and daughter, and John Frazier.  
 British brig Croxdale, 294 tons, James Douglas, for London, despatched by Thomas Armstrong, with 4478 salted ox and cow hides, 391 pipes, 1 half pipe, and 4 quarter casks tallow, 233 boxes do., 7 bales hair, 28 tons bones, 12,405 horns, 26,700 horn tips.  
**April 19.—Wind W.S.W.**  
 Sailed, Prussian brig Graf von Armin, 246 tons, Edward J. Kruse, for Rio Janeiro, despatched by Messrs. Bunge, Bornfeldt & Co., with 7 bales hats, 5 boxes salted tongs, 1 bale skins, 1 barrel sugar, 1 tercio yerba, 500 barrels flour, 1 box produce, 1 cage with ostriches.  
 Brazilian schooner Catharinense, 72 tons, Francisco Antonio Santa Rita, for the Buceo, despatched by Manuel Acevedo Ramos, with 503 half tercios yerba.  
 Brazilian brig Providencia, 228 tons, Domingo da Costa Pereira, for Pernambuco, despatched by Felix Buxareo, with 3450 quintals jerked beef, 100 dry ox and cow hides, 740 horns.  
 Swedish brig Frey, 357 tons, J. C. Sahlsberg, for Brazil, despatched by John Higginbotham, in ballast.  
 British brig Iddo, 201 tons, David Japp, for Rio Grande, in ballast, despatched by Charles R. Horne.  
**April 20.—Wind N.W.**  
 Sailed, Danish brig Von Brock, 151 tons, J. H. Jakobsen, for Rio Janeiro, despatched by Charles R. Horne, with 3875 quintals jerked beef, 150 hides for lining.  
 Danish brigantine Commune, 122 tons, Paulsen, for Bremen, despatched by Vicente Casares & Sons, with 4788 dry ox and cow hides, 6000 horns, 5 bales and 39 chiguas hair, 100 boxes tallow.  
**The South American Packets.**—On and after the 1st of June next, the government sailing packet brig, which convey mails from Falmouth to South America, are to be paid off. The mails will afterwards be forwarded by contract merchant vessels.—Times.

**Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 19th inst.**

National	5	928	tons
British	35	7,862	"
American	12	2,755	"
Danish	9	1,764	"
French	2	2,226	"
Hamburg	8	1,566	"
Spanish	13	2,569	"
Brazilian	8	1,265	"
Italian	13	2,047	"
Bremen	5	1,267	"
Belgian	3	605	"
Portuguese	2	365	"
Swedish	3	712	"
Prussian	2	575	"
Oldenburg	1	239	"
Dutch	1	134	"
Lubeck	1	300	"
Sicilian	1	145	"
	131	27,324	

**THERMOMETER in the Mirador of the Commercial Rooms—**

Saturday	63
Sunday	66
Monday	67
Tuesday	64
Wednesday	59
Thursday	58
Friday	62

**FOREIGN VESSELS OF WAR IN PORT**  
 BRITISH—Steamer Harpy, Lieut. W. Tomlinson.  
 Schooner Spider, 3 guns, Lieut. Charles Haydon.

**Advertisements.**

Mavor's Spelling Book, London edition, and a few pictorial toy books for Sale at W. White's, No. 89½ Calle la Merced, formerly Cangallo.

**Spellers, &c.**  
 Mavor's, a new edition, carefully revised and improved—Powell's fifty-fifth edition—Cobb's new first book—Worcester's reading and spelling—Brown's grammars, 1st and 2nd parts—Emerson's arithmetic—Mitchell's primary Geography, for Sale, at Jas. Miller's, No. 31½ Calle La Merced, a few doors above the Argentine Theatre.

**Mr. Olaf E. Noriencstrom,** native of Dronheim, in Norway, is requested to call at No. 43, Calle de la Piedad, for a letter, which conveys very interesting news for him.

**Daguerreotype Miniature.**

**Messrs. Udall & Champlin** respectfully announce to the citizens of Buenos Ayres and vicinity that they have just arrived from the United States, and have taken the rooms recently occupied by Mr. North, No. 166, Calle de la Victoria, where they continue to execute Likenesses in the most approved Daguerrian style, either in cases, frames or lockets, &c.  
 They have availed themselves of all the late improvements, and have a newly discovered process of preparing their chemicals and gilding the Likenesses in a manner which will prevent them from fading, and cause the picture to stand out in remarkable bold relief.  
 From their long experience in the art they feel confident of giving the highest satisfaction to those who may feel inclined to honour them with their favours.  
 Ladies and Gentlemen are respectfully informed that the best pictures are taken from black or dark coloured dresses.  
 Best hours from 9 till 4 P.M. with or without sun.

**ESTABLISHED 1845.**

**T. C. Hetsby** desires to inform his friends and the public that having just received a new and superior assortment of daguerreotype materials as well as two new cameras of the best known maker, he is prepared to take larger pictures than those generally produced here and can undertake to give satisfaction in every instance.  
 No. 39, Calle de la Victoria, in the alto—a large frame of specimens for inspection at the door.

**Notice to Ladies.**

The Milliner's Shop No. 33 Calle de la Victoria has received an elegant assortment of Silks for Ladies Bonnets, superior Ribbons, beautiful artificial Flowers and Feathers.

**Martell's Superior Cognac.**  
 A few hogsheds for Sale at No. 140 Calle Piedad.

**Fashionable Furniture.**  
 A large assortment of elegant and fashionable Furniture for sale at No. 125 Calle de Corrientes.  
 Don't Forget, 125, Corrientes Street.

**Wants a Situation.**

As Steward, a young man fully competent for the situation and who can present good recommendations. Please apply at No. 59 calle de Mayo.  
 For a Port in England and the Continent **Passengers only.**  
 The superior fast-sailing A. 1. Hamburg brig **Carl**,  
 N. W. Beichmann,  
 Has all her cargo engaged and will be dispatched very shortly.  
 The vessel has excellent accommodations for a few passengers to whom the captain promises the most liberal treatment.  
 For terms, apply to capt. Beichmann at the Hotel de Paris or to the consignees—  
 Otte, Rosenthal & Co.  
 No. 43, Calle de la Piedad.

**For Liverpool.**

The very fine A. 1. (at Lloyd's for 12 years) British brig **Mary Holland**,  
 223 tons,  
 James Luscombe, Master,  
 Has already engaged a portion of her cargo, and can receive on board immediately a few pipes of tallow and salted hides.  
 For rate of freight and further particulars please to apply to the Consignees, Mess. Turner and Co., or to  
 John Higginbotham,  
 Licensed Ship Broker,  
 Calle San Martin, No. 20.

**For London.**

The superior and remarkably fast-sailing A. 1. British barque **Syropheucian**,  
 Capt. W. Greaves,  
 Has already engaged a considerable portion of her cargo, and has only disengaged room for salted hides and light freight and a few boxes of tallow.  
 For rates of freight and further particulars please apply to the Consignees Messrs. John Best & Brothers, or to  
 John Higginbotham,  
 Licensed Ship Broker,  
 Calle San Martin, No. 20.

**Passengers Only.**

**For Valparaiso and Callao.**  
 The very fine A. 1. fast sailing Danish brig **Anna Georgiana**,  
 Will sail for the above Ports in the course of the next week, and can accommodate a few passengers.  
 For terms of passage please apply to  
 John Higginbotham,  
 Licensed Ship Broker,  
 Calle San Martin, No. 20.

**For London.**

The very superior fast-sailing A. 1. British barque **Ipswich**,  
 235 tons, Philip Asplet, Commander,  
 Having all her heavy freight engaged and in course of shipment, can only take a few bales and dry hides, and will have quick despatch.  
 This vessel being well known in the trade for her quick passages, affords a good opportunity for passengers, having comfortable accommodations. For further particulars, please apply to the consignees Messrs. Edward Lumb & Co., or to  
 John Higginbotham,  
 Licensed Ship Broker,  
 20, San Martin.

**For San Francisco. CALIFORNIA.**

Touching at the Buceo, Falkland Islands and Valparaiso.  
 The splendid fast sailing, coppered and copper-fastened Hamburg brig

**C O N R A D,**

of about 300 tons burden,  
 Captain Harms,  
 Will positively sail for said port on 23rd May next, and will take passengers for San Francisco at the following prices—  
 \$100 in the Steerage,  
 \$200 " Cabin,  
 Who will be provided for by the Supercargo, and freight will be taken at reduced rates.  
 The said vessel has a splendid cabin, a first rate and experienced navigator and the Supercargo will attend personally to the comfort and convenience of passengers.  
 Apply to the Consignee Luis Winter Esq. or to  
 Richard Sutton, Jun.,  
 Ship Broker,  
 La Reconquista No. 14  
 Furnished Rooms to Let—apply at Mrs. Mc Gaw's, No. 110 Calle de Mayo.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST

For arrivals and sailings of Friday see Marine List.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, &c. Includes sections for NATIONAL, BRITISH, AMERICAN, DANISH, FRENCH, SPANISH, BRAZILIAN, ITALIAN, HAMBURG, BRITISH, BELGIAN, PORTUGUESE, DUTCH, LUBEK, SICILIAN.

FOR ANTWERP. The very fine A. I. Hanoverian schooner Heinrich, 120 tons, J. Haesloop, master. This superior little vessel will leave this port under the Argentine flag, and has only disengaged room for 3000 dry hides.

FOR LIVERPOOL. The fine fast sailing A. I. British barque Commodore, Thomas Asplet, Commander. Has engaged all her heavy freight and may have room for a few dry hides.

FOR LIVERPOOL. The well known regular trading A. I. British brig Wilton Wood, 243 tons, Captain Henry Harrison. Has engaged a considerable part of her cargo and is warranted to have quick despatch.

FOR LONDON. The very superior first-class British brig Regina, 237 tons register, Joseph Blyth, Commander. Has already engaged a portion of her cargo and is now ready to receive on board tallow or salted hides.

FOR LIVERPOOL. The well-known, very fast sailing A. I. British built barque 'Mercutio,' 243 tons register, Joseph Moffat, Master. Has only room for 50 pipes of tallow and a few bales or dry hides, and will have immediate dispatch.

FOR CALIFORNIA via Valparaiso. The very superior A. I. coppered and copper-fastened American brig 'SEGUIV,' 198 tons register, Norton, master. Is a new vessel, now on her second voyage, and sails remarkably fast, has excellent accommodations for passengers, both cabin and steerage.

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.

Gardener. WANTED. One who understands his business, will get steady employment by applying at the office of the Gaeta Mercantil. One who has a wife and no children would be preferred.

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 GENEVA 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.

PASSENGERS ONLY. For New York. The remarkably fast-sailing very superior A. I. Hamburg barque 'VORLÄU,' Capt. C. H. Vallesen, 307 tons. Having all her cargo engaged and the greater part on board, will sail for the above port very shortly. This fine vessel having superb and convenient accommodations, offers a first rate opportunity for passengers.

For San Francisco, CALIFORNIA. The first-rate fast-sailing, coppered and copper fastened A. I. Italian brig Maddalena, 200 tons, Capt. Cayetano Paris. Having half of the cargo engaged and ready, and being able to secure some more on freight, will proceed to the above port with brevity. Convenient accommodations offer a good opportunity to those wishing to go thence. For freight or passage please apply to Richard Sutton, Jun., Licensed Ship Broker, No. 14, La Reconquista.

For Antwerp. The fast-sailing A. I. Belgian brig TRANSIT, 214 tons, Capt. J. Smit. Having engaged the greater part of her cargo, can still take from 3 to 4000 dry hides or equivalent in bales. Apply to the Consignees Messrs. Vicente Casares & Sons, or to Richard Sutton, Jun., Licensed Ship Broker, No. 14, La Reconquista.

Spanish Language, &c., &c. Mr. BRADISH goes on as usual giving lessons in the Spanish language according to the system of McHenry; translates also letter and documents from the Spanish or French languages; gives lessons in reading, writing, grammar, mercantile arithmetic and geography, and in book keeping by single and double entry. Persons whose private affairs require an honourable secrecy, may depend upon its being inviolably observed.

Wedekind & Co. Calle Santa Rosa No. 172. VON dem Vorsteher der Hamburger Assuranz deute zu ihrem correspondierenden Agenten für hiesund Montevideo ernannt, bitte ich in strenger Havarie fällen wo jene Compagnie wissentlich interessiert sind oder fortan, sich meiner Vertretung zu bedienen das künftigen das dieselbe solche Havarie Reclame ihre Gültigkeit vor lieren. Buenos Ayres, den 20 März 1849. J. WEDEKIND.

I beg leave to give notice that I have been appointed corresponding Agent of the Hamburg Insurance Companies or this town and Montevideo. My interference will therefore be required in all cases of average where the Hamburg Insurance Companies are or might be interested; and without it no claims will henceforth be attended to. Buenos Ayres, March 20, 1849. J. WEDEKIND.

Having definitely arranged and liquidated with Mr. N. de la Riestra, representative and partner of the firm of Nicholson, Green & Co., of this city and Montevideo, and having adjusted and settled mutually all matters of account or claims of whatever nature or kind in this city at Montevideo and in England, against the late firm of Nicholson, Green & Co., of which I have hitherto been partner and representative, notice is hereby given that the liquidation of the business formerly under my charge will henceforward be conducted by the said Mr. Riestra who will collect and discharge all debts due to or by the late firm as well as adjust all pending claims therewith. Buenos Ayres, April 18, 1849. EDWARD LUMB. Agente—N. de la Riestra.

