

BRITISH PACKET

AND

ARGENTINE NEWS.

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BUENOS AYRES, SATURDAY, MAY 12, 1849.

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BUENOS AYRES.

The London papers which have reached us this week are only three days later than those received by the *Driver*; consequently we have but little to add to the summary previously given.

The tidings from India had produced a painful sensation in England, and further intelligence was looked for with intense anxiety, as at the date of the last accounts the Sikhs were encamped, in greater force than ever, within four miles of the British camp. On Lord Gough, not long since lauded to the skies as a hero, is now thrown the whole blame of the heavy loss sustained on the banks of the Jhelum, from alleged want of generalship; and, yielding to the public voice, government have resolved to recall him and send out Sir Charles Napier, the conqueror of Scinde. But, very wisely, not trusting too much to the prestige of a name, they have also determined to reinforce the army in the Punjab with two regiments of the line.

In France there had been some disorders in consequence of the police having taken down all the *bonnets rouges* from the trees of liberty. On the 3d of March a stormy debate occurred in the National Assembly. A few days previous, on occasion of a banquet of some students, the commissary of police demanded admittance to watch the proceedings, which being refused the police forcibly entered and turned the company out of doors. This transaction was made the subject of bitter reproaches against the ministry by the Mountain and Socialist parties, who accused it of having violated the constitution and of having perpetrated the same offence which occasioned the fall of Louis Philippe and the revolution of February. The sitting was very boisterous, and ended by the Assembly passing to the order of the day by a large majority. The May insurgents, confined in the fortress of Vincennes, had been conveyed to Bourges to stand their trial before the tribunal assembled there.

The Grand Duke of Tuscany had taken refuge in Gaeta, whither he was conveyed in the British steamer *Bulldog*. He was accompanied by the members of the diplomatic body, and the French government had accredited Count Walewski to reside as Minister near him. The peasantry in the vicinity of Florence had made an attempt to recover the capital, but were repulsed. The Grand Duke had enjoined the troops who remained faithful to him not to provoke a civil war, and, in consequence, General Langier had retired beyond the frontier of Piedmont.

Nothing particular had occurred in Rome. The radicals were highly indignant at the conduct of the Austrians in Ferrara. Before evacuating that place the Imperial general levied a heavy fine, reinstated the lawful authorities, replaced the Pontifical insignia on the public buildings, and exacted hostages for the keeping of the peace.

Everything led to the belief that the European powers would speedily come to a decision on the affairs of Italy.

The Austrian Minister had just communicated to the French cabinet two despatches from his government. The first relates to Rome. The Prince of Schwarzenberg reminds the plenipotentiary of the apprehensions of Austria respecting the conduct of the Pope in the commencement of his reign, and remarks that, although it was persuaded that the system of reform

adopted by Pius IX would eventually produce disastrous consequences for the tranquillity of the Italian peninsula, and was certain that the Pontiff's flatterers (who had been always conspirators against society) would at last turn their arms against him and treat him with base ingratitude, it considered itself, nevertheless, obliged to uphold his temporal power, hallowed and ratified by a duration of ten centuries, guaranteed by the treaty of Vienna, signed by all the powers of Europe, and by a subsequent convention dated the 12th of January, 1832, and signed by France, Austria, Prussia and Russia. The despatch adds that it is an error to suppose that the question only interests Italy. It is a question that interests all the powers, inasmuch as there is none in whose dominions there are not members of the church of which the Pope is head. It is time, therefore, says the despatch in conclusion, for all the powers who signed the convention of 1832 to take measures to cause it to be executed and to put an end to the anarchy which disturbs the tranquillity of Europe. In these measures Austria was ready to co-operate. The second despatch has reference to Tuscany. Prince Schwarzenberg insists on the right of Austria to interfere as she may think proper, as the grand duchy is governed by a prince of the house of Austria. The despatch refers particularly to a treaty concluded in 1735 and confirmed in 1736 between Austria and Louis XV, by which the latter obliged himself and his descendants to defend the right of the Duke of Lorraine to the possession of Tuscany which was transferred to him in exchange for Lorraine, annexed to France. Article 100 of the treaty of Vienna and subsequent conventions had restored the grand duchy to the Archduke Ferdinand of Austria. The Kings of the Two Sicilies, Sardinia and Spain, and the Germanic body had adhered to those conventions and they were obliged, as well as France, to defend the rights of the reigning house of Tuscany.

It is stated that on the 23d of February the Plenipotentiaries of England and France finally agreed with the Minister of Foreign Affairs of the King of Naples upon the terms which are to put an end to the Sicilian question, and that that same night the project was sent to Gaeta to be submitted to the King. It would appear that the terms laid down by the mediators are exactly the same as those that were offered by the court of Naples to the Sicilians before the taking of Messina. The sovereignty of the King is acknowledged, he is left at entire liberty with regard to the military occupation of the island, and a part of the revenue collected by the local government, is to be delivered to him to defray the expenses of the army and of the diplomatic body. The King, on his part, grants the Sicilians the constitution of 1812, modified in accordance with that of the kingdom of Naples. These terms, after being signed by the Plenipotentiaries, were to be published with a proclamation and presented in Palermo by the English and French admirals. If accepted, their execution would be immediately proceeded with; but should the provisional government of Sicily reject them, the admirals were to withdraw their respective forces, and leave the Sicilians to their own resources.

The Schleswig-Holstein question was beginning again to occupy public attention; and, according to appearances, both Denmark and Germany were preparing to renew the war in case the negotiations for an arrangement were not brought to a favourable issue. The Danish government had given notice that that of Berlin

that it would not renew the armistice that expired on the 26th of March. It was thought, however, that hostilities would not be recommenced; that the bases of a definitive treaty of peace were settled, and that that notification was made in accord with the Prussian government, in order to enable the Danes to occupy the Duchies before the publication of the treaty, so that they might be in a situation to repress any disorder that might break out on that occasion.

The American barque *Floridian*, which sailed from Antwerp for New York on the 27th of February, with 200 German emigrants, was wrecked on the 25th on the banks called the Longsands, and all on board perished, except three seamen and one passenger.

Since the above was in type we have been favoured with the perusal of the *Liverpool Times* of the 5th of March. It contains no political news of importance. The only thing worth extracting we find in it is the following paragraph—

THE BRAZILIAN MAIL STEAMERS.

We understand that the Brazilian Association have had a meeting, to consider the question of the proper port of starting for the new line of Brazilian steamers, and that they are of opinion that Liverpool, and not Southampton, is the port. They are at present taking the necessary steps for bringing their views before the General Steam Navigation Company, who have taken the contract, and who have the power of choosing their own port of departure. As at least three-fourths of the English trade of Brazil is with Lancashire, there ought not to be any great difficulty in convincing the contractors that Liverpool is the best port for the purpose.

It is affirmed that M. Devoize, Consul of France at Montevideo, is appointed Consul General of the French Republic at Lima (Peru) in lieu of M. Lemoyne, appointed Consul General Chargé d'Affaires of France to Alexandria, (Egypt.)

We have received New York papers to the 6th of March. On the 5th General Taylor entered upon the discharge of his high office, and his inaugural address upon the occasion gave general satisfaction. The following is the constitution of the new Cabinet—

Secretary of State, John M. Clayton, of Delaware.
Secretary of the Treasury, Wm. H. Meredith, of Pennsylvania.
Secretary of War, George Crawford, of Georgia.
Secretary of the Navy, Wm. B. Preston, of Virginia.
Home Secretary [a new creation], Thomas Ewing, of Ohio.
Postmaster General, Jacob Collamer, of Vermont.
Attorney General, Reverdy Johnson, of Maryland.

Congress had adjourned without making any provision for the government of California. In the Senate a resolution had passed by a majority of two for the accomplishment of that end, but the House of Representatives did not concur in it as it left the slavery question undecided.

The emigration to the new Pactolian region still continued on an extensive scale, though the mania was not quite so rampant. With reference to this subject the *Journal of Commerce* remarks—

CALIFORNIA.—The fever has somewhat subsided in the city, most of the cases which are now met with being imported from the country. Companies of larger or smaller numbers con-

tinue to arrive daily, and it is probable that another batch of news will renew the excitement. We met a friend a few days since whom we had not seen since we met him last summer at the United States at Saratoga. He was then taking as good care of himself as possible, and idling away some weeks of the summer. Our astonishment was great when he accosted us last week with the exclamation, "When do you sail? I go in the——" The collection in the gold region cannot but be one of the most unique which the world has ever seen. Every nation will furnish its quota, and men of every habit and every language will be found there. Rome was founded by a band of robbers. It is none the less certain that the California State will be founded by an army of gold hunters; and whatever may be the immediate result, (disastrous as we doubt not it will be to very many,) there will be eventually a great empire springing from this commencement.

The following are among the last accounts from the diggings—

From the National Intelligencer.

Extract of a letter from an officer in the navy, to his friend in Washington, dated

San Francisco, Dec. 28.

"You would be surprised that in this region an enthusiasm could be excited by any thing. The gold mines in this neighbourhood have stirred up the natives to a galvanic activity. This little village is literally deluged with gold, and common laborers are refusing to work in the mines for a hundred dollars a day. The stories told, you will take it for granted, must be all fabulous; but were you to see the vast quantities hawked about the streets for sale, you would look upon the tale of the 'Arabian Nights' as quite a probable narrative. There seems to be no exhausting the vein, which is said to extend over a district as large as Virginia.

"To give you some idea of the state of things here, I will mention the prices of a few of the necessaries of life. Flour has been selling at \$300 per barrel, pork 79 cents per lb., brandy \$60 per gallon, and washing \$3 to \$5 per dozen, and most other things in proportion.

"The officers are becoming nervous and excited, while the men desert by the dozen.

"Young B., of Baltimore, is hard at work making his fortune, and will return in a year or two a rich man. I saw Dr. M., also of Baltimore, and he is also doing money; he is highly popular and esteemed, and I think is the first man in the place.

"I trust J. will not take it into his head to emigrate. Gold hunting is the most dangerous amusement. The mortality is really frightful among the diggers, and the poor beggarly-looking creatures returning from the mines, have no doubt, paid dearly for their peck or two of gold."

From the Brooklyn Eagle.

FROM THE GOLD REGION.—We are indebted to Mrs. Lozier, of this city, for the following extract of a letter, received from her husband, Mr. Geo. T. Lozier, dated flag-ship Ohio, at sea; having sailed from San Francisco 26th of Dec. last. It being currently reported in this city and New York, that Mrs. L. has received a large amount (\$15,000) in gold from her husband, and also, that he had deserted, and gone to the "diggings," Mrs. L. requests us to say for the information of her numerous friends, that said reports are untrue; she having received no such amount, and Mr. Lozier being engaged in the performance of his duty on board the Ohio, as late as Jan. 8th, as will be seen by his postscript of that date, at Mazatlan. But to the extract—he says:

"I have brought to bear all the means that I could muster, walked into the gold market, and have——of the precious metal, for which I paid out \$——the oz., it goes by apothecaries weight, 12 oz. to the pound. At Mazatlan, their gold weight is 14 oz. to a pound, and it is said that we will get \$14 per oz.; as we buy at twelve and sell at fourteen, and so perhaps I will make a trifle, and then perhaps a little on cost trade, &c. &c. An over-coat which cost only \$7.50 brings \$25 readily. No officer has been exempt from trafficking; none let the golden opportunity slip.

There are many sickly and cadaverous looking persons in San Francisco; some have irretrievably ruined their health. They have to work so much in the water, that all suffer more or less with fever and ague. That which is called

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, etc. Includes sections for NATIONAL, BRITISH, and AMERICAN vessels.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, etc. Includes sections for DANISH, FRENCH, SPANISH, and BRAZILIAN vessels.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, etc. Includes sections for ITALIAN, HAMBURG, BREMEN, SWEDISH, and PRUSSIAN vessels.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, etc. Includes sections for BELGIAN, PORTUGUESE, OLDENBURG, DUTCH, and SICILIAN vessels.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, etc. Includes sections for HANOVERIAN and FOREIGN VESSELS OF WAR IN PORT.

Table with columns: Date of Arrival, Vessels and Captains Names, Tons, Consignees, Destinations, etc. Includes sections for BRITISH, PRUSSIAN, and HANOVERIAN vessels.

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

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 London, The very superior first-class British brig Regina, 237 tons register, Joseph Blyth, Comander. 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 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.

PASSENGERS ONLY. For England, British brig Mary Holland, 223 tons register, James Luscombe, Master. Has all her cargo engaged and will sail positively within a month, this vessel has very comfortable accommodations.

For London, The well known fast-sailing British brig Charles, 200 tons register, Captain John Esnouf. Has engaged a fourth part of her cargo, and will be ready to load in the course of fifteen days.

The British brig Lydia, Thos. Gray, master, of 207 tons measurement, requires about Three Hundred Pounds Sterling on bottomry upon vessel and homeward freight to a port in Great Britain to pay for her repairs.

COSMORAMA! For Sale, a very excellent Cosmorama containing about 100 views with partition and 12 powerful glasses, also the candlesticks, &c., appertaining to the Cosmorama.

Martell's Superior Cognac. A few hogheads for Sale at No. 140 Calle Piedad. Bulls of Exchange! For sale, at J. Steadman's, stationer, No. 46, calle Santa Rosa, in front of the College Church.

For San Francisco, CALIFORNIA, Touching Valparaiso. The splendid fast sailing, coppered and cap-per-fastened Hamburg brig CONRAD, 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.

For San Francisco, CALIFORNIA, The first-rate fast-sailing, coppered and copper fastened A. I. Italian brig Maddalena, 200 tons, Capt. Cayotano 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.

For a Port in England and the Continent, Passengers only. The superior fast-sailing A. I. Hamburg brig Carl, N. W. Beichmann. Has all her cargo engaged and will be despatched very shortly.

For London, The superior and remarkably fast-sailing A. I. Syrobian barque Syrobian, 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 Liverpool, The A. I. British built Barque Argentina, 246 tons, Morton, Master. Well known in the trade as a fast-sailer and staunch good vessel. She will have quick despatch and has still room for cargo on freight, as well as for passengers, having superior accommodations.

For California, via the Buco & Valparaiso, The remarkably fast-sailing, first-class, coppered and copper-fastened American brig HYDER ALI, of 193 tons, Capt. Wetherell.

Will have quick despatch, and has still room for cargo on freight, as well as Passengers, both in the cabin and steerage—her accommodations being excellent. Terms of Passage: In the Cabin, 200 patacones. Steerage, 100. For further particulars be pleased to apply to the consignee Luis Winter, Esq., or to Charles R. Horne, Licensed Ship Broker, No. 85 Calle la Reconquista.

Two or three single gentlemen can be accommodated with furnished rooms and board by applying at No. 6 calle de la Piedad. Single Gentlemen or Families may be accommodated with board and lodging at Mrs. M. Gaw's, No. 110 Calle de Mayo.

