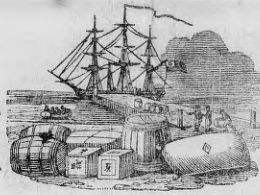


BRITISH PACKET



AND ARGENTINE NEWS.

(No. 1189.)

BUENOS AYRES, SATURDAY, JUNE 9, 1849.

[Established in 1826.]

BUENOS AYRES.

We have received news from London to the 11th of April.

Parliament had adjourned until the 16th for the Easter recess. The two main objects which had divided its attention had been the Navigation Bill and the "Rate in Aid Bill" for Ireland, which latter had branched out into a general debate on the policy to be pursued towards that distressed country. The third reading of the Navigation Bill was fixed for the 23d, and it was reported that the ministry would resign if it did not pass. In the event of Lord John Russell and his colleagues retiring, the possibility of the organization of a Tory ministry under Lord Stanley was spoken of.

In the House of Commons on the 2d the following transpired with reference to

THE RIVER PLATE.

In answer to Mr. Urquhart, who wished to know in virtue of what adjudication the vessels detained in the River Plate had been appropriated to other purposes.

Lord PALMERSTON said, that no adjudication had taken place on the capture of these vessels. Such an adjudication could only take place when vessels belonging to private individuals were taken. The vessels, however, in question were not captured. They were going from the blockade of Montevideo, and were returning to Buenos Ayres. The British and French Ministers asked that British and French subjects should be landed from the flotilla. The Buenos Ayres Admiral declined to comply with the request, and attempted to compel them to return to Montevideo, which being resisted by the British and French Admirals, the Buenos Ayres Admiral abandoned the vessels, which were not captured, but were taken charge of by the Admirals, one vessel being lent for the service of each Admiral. No adjudication had therefore taken place, and these vessels so taken charge of were liable to be released on any pacification taking place.

Mr. EWART would be glad to hear that the recent information from South America was more favourable to the state of British commerce in that quarter.

Lord PALMERSTON—I hope, from the general aspect of affairs, that there is a fair prospect that matters in the River Plate will be satisfactorily arranged. There is no obstruction to British commerce at Buenos Ayres, and the last accounts are, that like hunger and thirst was the avidity with which all the cargoes of British vessels were purchased up for the inland trade. [Hear, hear.]

We are loth to rip open old sores, but there is something so egregiously incorrect in the above statement of the circumstances which attended the capture of the Argentine squadron, that we shall be compelled to notice the matter more fully in our next.

The last news from India was of a cheering character. The Sikhs had been defeated in a pitched battle, and it was thought that it would be impossible for them to rally for a long period to come. Lord Gough has, therefore, saved Sir Charles Napier some trouble.

France remained quiet, though the Assembly and the Cabinet were at loggerheads. The leaders of the May insurrection had been condemned to transportation for life.

In regard to the other continental intelligence "Willmer and Smith's European Times" of the 7th says—

When we last addressed our readers war was impending in the north of Italy, and we were anticipating that either the Austrians or the Piedmontese would cross the Ticino boundary, in either case that the ruin of Charles Albert was imminent. In a brief fortnight he has fought and has been conquered, and is now an abdicated King—an exile in Paris. The Austrians passed the Ticino simultaneously with the Piedmontese; the latter, however, speedily fell

back. Three successive battles ensued; in the two latter, on the plains of Vercelli, the Austrians were completely victorious. The last battle, on the 24th ult., the main army of the Austrians, some fifty thousand strong, encountered Charles Albert at Olengo, near Novara. The Piedmontese appeared to have been of more than equal force. The battle was fought with terrible obstinacy; and although we hear from many quarters that the Italians shrunk the contest, certain it is that Charles Albert behaved with the most distinguished bravery. Finding the day going against him he seems to have sought every opportunity to meet his death on the battle-field; and whatever may be the verdict of history as to his past conduct, certain it is that nothing graced his public life so much as the last act, and his quitting it. The Austrians having completely routed the Piedmontese, and driven them to the mountains, Charles Albert abdicated the throne in favour of his son, Victor Emanuel, and flags of truce being sent to the Austrian camp, Marshal Radetzky at once acceded to an armistice. The new King pledges himself to conclude a treaty of peace; to disband ten military corps of Hungarians, Poles, and Lombards, who are to receive an amnesty; 20,000 Austrians are to occupy the territory comprised between the Po, the Ticino, and Sesia, and the garrison of Alessandria is to be half Austrian and half Piedmontese. The Sardinian troops are to evacuate all the territories which previous to the war did not belong to Piedmont, and the Sardinian fleet is to quit the Adriatic. Other minor points are determined; and the Austrians, who had Turin open to them, have magnanimously forbore to take advantages which might have provoked the susceptibilities of France. Charles Albert fled to France, and is in fact, in Paris with his mother, the Princess of Carignan. Little is known of the General Czechanowsky, who led the Piedmontese; but his extending his force some fifty leagues left no doubt but that the Austrians would come down in a body and cut his army in two. So it happened; and we have seen no regrets expressed at the demolition of all Charles Albert's visionary schemes of Italian independence, or of his own aggrandisement. The consequences of this important battle are scarcely yet developed in the different parts of Italy. At Turin the Red Republicans vapoured immensely, and talked of fighting; but their leaders always disappeared when danger appeared, and it was plain that all resistance was useless. At Genoa the party of the movement have got up a great excitement, to such an extent as to alarm the British consul, who protests against any act which may produce terrible consequences, and endanger the lives and property of British subjects. Our naval forces are there to protect them if needful. The Genoese have invited the Turin Government to quit that city and go to Genoa; but the fact is the Chamber at Turin is dissolved, the chief agitator has fled to France, and it is to be hoped that the Genoese, when they find that the French will not join the Propagandists, and the Austrians make themselves secure elsewhere, that the people will return to their senses. Modena, Tuscany, and Rome, will probably change their views now that all hopes from Piedmont are at an end. It is generally believed that the Pope will soon be able to return to Rome, as whatever boldness the Mazzini agitators may exhibit in getting up street revolutions, certain it is that their valour oozes out when they are called into the field, and from all quarters they are charged with cowardice. The Sicilians hold out. The French and English admirals have failed to make up matters, but still the naval forces remained off Palermo. Most people think the Sicilians have had fair terms offered to them, and eventually they must accept them. Of the Hungarian war very little authentic is known, except that it rages fiercely. Ben having gained some advantage over a body of the Russians, soon found himself overwhelmed with their numbers, and the Emperor will gladly seize upon any pretext to interfere further. We shall not be at all surprised to hear that the Emperor of Russia upon the solicitation of the Austrians, brings down a large force to crush the Hungarians. At present there seems no probable termination of this deadly struggle, carried on by both parties in the most barbarous manner.

The following is an extract from Marshal Radetzky's official dispatch announcing his victory over the Piedmontese—

"I had the honour of sending your highness a duplicate of my last report, which announced the advance of our army on Mostara, with the brilliant affair which took place there, and the subsequent storming of that town. To-day I have a much more important and decisive victory to communicate. The hostile army, which was already cut off from what was in reality their line of retreat, determined, with a force of 50,000 men, again to try the fortune of war in a position near Olengo, close to Novara. The second division, which formed the vanguard, under the command of the brave general of the cavalry, d'Aspre, yesterday marched from Vespolate towards Olengo, and there in the heights encountered the enemy, whose unexpected force made the result of the battle doubtful for some hours, as this division (2d) could not be at once supported by that which was following its line of march. I had placed the fourth division on the right flank of the enemy, and bided that the first in order to take him completely in the rear on the other side of the Agogna (Gogna.) His Imperial Highness the Archduke Albrecht, who commanded the vanguard division, for some hours heroically kept the enemy at bay, until the general of the cavalry, Baron d'Aspre, together with the commander of the third division, Field-marshal Lieutenant Baron Appol, with as much presence of mind as judgment, brought up this division on the two wings of that commanded by the Archduke Albrecht, while I ordered up the reserve division to support its centre. Thanks to the invincible courage and incomparable constancy of my troops, we succeeded in facing the enemy until the fourth division, under the circumspect guidance of its commander, Field-marshal Lieutenant Thurn, acted so successfully upon the enemy's right wing on the other side of the Agogna, that this decisive manoeuvre made the enemy retreat on all sides in great and routlike (*fuchtgatterig*) disorder, necessitating them to seek shelter in a northern direction in the mountains.

"I can but speak with deep feeling of the devotion shown in his majesty's service during these battles, and of the enthusiastic bravery of the worthy generals' gallant officers, and soldiers of my heroic army. Each separate man was indeed a hero, and to do justice would be to mention all, for the gallantry shown from the highest to the lowest was in every respect worthy of the just cause in which we were fighting for our Emperor. I congratulate his Majesty on having such an army. *Viribus unies*, was our watch word in this battle.

Hostilities had been resumed between the Danes and Germans. On the 6th of April an engagement took place in the bay of Eckernforde between some Danish men of war and the Strand batteries. The following is the German semi-official account of the affair—

"Several Danish men-of-war, viz, King Christian VIII., 84 guns, and the frigate Gefion, 42, the brig St. Croix, and the two war steamers Geyser and Skirner, besides a third steamer towing six landing craft, appeared in the evening of the 5th inst. in the offing of the bay of Eckernforde, when they anchored. Early on the morning of the 6th, one of the steamers and the brig parted company with the squadron, and stood out to the east, but the rest of the squadron weighing anchor at 7 o'clock, sailed into the harbour of Eckernforde, and at 8 o'clock commenced engaging the Strand batteries, which answered their fire, until after a cannonade of several hours the northern battery was silenced by the steamer Geyser. Shortly afterwards, however, the Christian VIII. went aground in the inner harbour, and the Gefion had her rudder shot away. In consequence of this disaster the Christian VIII. hoisted a flag of truce, and a Danish officer was sent on shore, who offered to spare the town if the German batteries would cease to fire and allow the two Danish ships to get away. These terms having been rejected by the military commander of the German forces, as well as by the magistratos of Eckernforde, another parley commenced, and a truce of two hours was finally agreed upon. This truce enabled the Germans to get the northern battery into working order, and to relieve the men that had been working the southern battery almost without cessation, while the Danish ships were busily engaged repairing damages, and the Christian VIII. struggled hard to get afloat. This being at length effected, a signal was made, for one of the steamers to come

in and take the Christian VIII. in tow, but a couple of shots which were fired from the Strand batteries warned the steamer to keep off, which then veered round and stood out in the tack of the ships that had left in the morning. After the expiration of the truce, the hostilities were recommenced by half a battery of Nassau artillery opening upon the two Danish vessels, and playing with great precision and effect, while the Danes fired a broadside now and then. In the course of the engagement the Christian VIII. managed to run again aground and to catch fire, and was at length compelled to strike to a Holstein battery of two pieces, aided by some Nassau light artillery. The surrender of the Christian VIII. was almost immediately followed by that of the Gefion, and the Danish sailors of the Gefion, aided by the German soldiers, set about to save the crew of the Christian VIII.: 400 men were saved, but at 6 o'clock, p.m. the vessel, which had been burning steadily all the while, exploded with the remaining 700 men. Of the crew of the Gefion 250 escaped without injury, but the number of the killed and wounded was not less than 150. The Germans had but one man killed, and 13 wounded. The reports of the battle give due praise to the courage of the Danish sailors, and no less praise is given to the German commander, the Duke of Saxe-Coburg, for his judicious arrangements, and the humanity and zeal which he displayed in his attempts to save the unfortunate crew of the Christian VIII."

The Frankfort assembly had elected the King of Prussia emperor of Germany, but H. M. had declared his intention of declining the honour unless his election met with the approbation of the crowned heads and free states of the common fatherland, who are to decide upon the merits of the constitution promulgated by the Frankfort parliament.

Notification had been officially given of the following blockades: of Palermo, by the Neapolitans, on the 1st April; of Camuin, Swinemund, Wolgast, Griefswalde, Stralsund, and Rostock, by the Danes, April 5; of Pillau and Dantzig, and the rivers Elbe, Weser and Jahde, by the same, April 12; and of Venice, by the Austrians, April 1.

Recent accounts from the interior represent the state of Bolivia as the most deplorable. General Belzu, after having completely triumphed over President Velazco, was, in his turn, attacked by the partisans of General Ballivian, revolutionary movements having simultaneously broken out in La Paz, Oruro, Cochabamba, Potosí and Cobija, which at first were so successful that General Ballivian was about to leave Valparaiso in the French steamer *Cocyle*, for the latter place, in the expectation of finding his authority completely re-established. On the point of sailing, however, he received information of a reaction, in which the populace chiefly figured, and the effect of which was to replace General Belzu in the supreme command. The most frightful disorders are said to have been committed, particularly at La Paz, where the houses of all those in the Ballivian interest are stated to have been completely sacked.

It appears that in the Argentine province of Jujuy a seditious movement had taken place, but through the prompt co-operation of the authorities of Salta order was speedily restored.

The latter province was making rapid strides in the path of social amelioration. In order to promote commercial intercourse with the capital of the Republic, the government had issued a decree, subjecting foreign goods introduced through any port not National to an additional duty of 25 per cent.; and for the purpose of fostering the mercantile relations with the sister provinces it had adopted other measures equally efficient.

In the capital of Mendoza a new monthly periodical has lately made its appearance. The specimen number is highly creditable as well for the matter it contains as for the manner in which it has been got up.

It is reported that in the capital of San Luis several shocks of earthquake have been lately felt, causing considerable damage to a number of buildings, especially to a new church. We have as yet no circumstantial details in regard to this phenomenon, which, we believe, is without a precedent in the Republic.

MARINE LIST.

PORT OF BUENOS AYRES

June 2.—Wind S. E.

Arrived, American barque Oceanus, 247 tons, Stjernberg, from Rio Janeiro 12th ult., to Silva & Co., with 19 pipes vinegar, 8 pipes, 4 half pipes and 2 barrels wine, 25 barrels poisonous mixture for preserving hides, 200 drums codfish, 1 box zinc, 60 barrels and 16 bags linseed, 905 rolls tobacco, 500 bags rice, 1 cask nails, 2 boxes silks, 50 bags coffee, 37 boxes tea, 500 bags farina, 41 dozen chairs, 6 doors, 42 bars iron, 123 boxes merchandise.

American barque Oceano, 242 tons, James Green, from Boston 25th January, Salt Island 20th April, to Zimmermann, Frazier & Co., with 160 moyes salt, 450 barrels flour, 139 do. rice, 45 do. sugar, 75 do. rosin, 34 kegs nails, 290 boxes tea, 20 barrels shoes, 58 bales and 2 boxes domestic, 4 boxes silks, 5 boats, 55 boxes chairs.

Spanish polacre Mensagera, 137 tons, Jaime Millet, from Barcelona 21st March, Malaga 17th April, to Llavallo & Sons, with 100 pipes and 20 half pipes red wine, 62 pipes Spanish brandy, 200 jars aniseed do., 1450 jars oil, 50 boxes soap, 48 do. sweet pepper, 150 bales brown paper, 30 do. white do., 50 doubletons, 84,000 cigars.

Brazilian brig Venus, 155 tons, Luis Antonio Rodriguez, from Rio Janeiro 29th April, to Manuel Acevedo Ramos, with 100 boxes window glass, 10 barrels linseed, 3 cases snuff, 3 do. hats, 6 bundles, 16 boxes and 50 bales merchandise, 2 boxes leather, 63 boxes preserves, 302 rolls tobacco, 100 bags farina, 200 do. rice, 30 barrels and 20 bags coffee, 100 blocks asphaltum, 70 do. canvass, 55 bundles hemp cable, 75 do. cordage.

National galleot San Martin, 175 tons, Hauschild, from Isle of May 13th April, Rio Janeiro 16th May, to Vicente Casares & Sons, with 95 moyes salt.

British brig Golden Eagle, 181 tons, Henry Symons, from Liverpool 7th April, to Thomas Duguid & Co., with 50 crates earthenware, 37 bales and 7 cases cloths, 161 cases and 97 bales cottons, 96 iron wheels, 25 tons coal, 30 tons iron, 5 boxes hatchets, 5 do. tools, 13 do. muslins, 3 do. stationery, 41 cases, 10 boxes and 12 baskets hardware, 25 kegs paint, 5 boxes leather, 1 cask tin, 13 bundles wire, 2 kegs nails, 11 boxes, 11 bales and 1 bundle merchandise, 3 bales canvass, 15 boxes and 10 bales linen, 18 boxes silks, 15 bales baize, 1 box samples.

June 3.—Wind E. S. E.

Arrived, Sardinian brig of war Eridano, 14 guns, Capt. Pavolio, from Montevideo 30th ult.

American schooner Forest, 71 tons, John Seaward, from Montevideo 2nd inst.

Passengers—3.

Spanish brig Ripa, 167 tons, Francisco Su-losaga, from Havana 16th March, to Llavallo & Sons, with 345 boxes sugar, 118 pipes aguardiente, 200 jars do., 54 pipes caña, 40 barrels molasses, 20 quarter casks honey, 2 bags coffee, 47,000 cigars.

British brig Jessie Miller, 382 tons, David Thomas, from Liverpool 25th March, to John Best and Brothers, with coal.

June 4.—Wind N. W.

Arr. Swedish schooner Gefion, 160 tons, Graff, from Gotteburg 18th March, to Egg, Krutzsch & Co., with 806 bars iron, 66 planks, 272 boards, 75 spars.

Brazilian barque Saudade, 335 tons, José Olivera Lahitte, from Parnaguá 10th ult., Baco 1st inst., to Antonio Jose Alves Pinto, with 403 tercios and 611 half do. yerba.

British brigantine Choice, 177 tons, Abraham Ogier, from Liverpool 23rd March, to Bates, Stokes & Co.

British brig Zuleika, 197 tons, Hugh Montgomery, from Cadiz 17th April, to Antonio Cornet, with 96 lasts salt.

Sailed, Brazilian brigantine of war Olinda, 10 guns, Lieut. Candido Jose Ferreira, for Montevideo.

Danish barque Orion, 235 tons, Hans Mathiesen, from New York, despatched by Nicholson, Green & Co. with 18,793 dry ox and cowhides, 160 do. do. for lining.

Hamburg brig Betty & Johanna, 250 tons, H. Michelsen, for Falmouth, despatched by Otte, Rosenthal and Co., with 1200 salted ox and cow hides, 12,933 dry do. do.

June 5.—Wind S. W.

Arrived, H. B. M. packet schooner Spider, Lieut. James W. Tomlinson, from Rio Janeiro 25th May, Montevideo 4th inst., with the mail conveyed to Rio on the 23d May by H. M. packet Linnet from Falmouth 5th April.

Sardinian barque S. Michele, 281 tons, Angel Cichero, from Genoa 5th January, Messina 37th February, and Tenerife 30th March, to

Llavallo & Sons, with 200 pipes wine, 50 half do. do., 74 quarter casks and 900 boxes oil, 35 bags rice, 6 jars canary seed, 1 barrel do., 12 jars linseed, 90 tons salt, 240 bales white paper, 236 do. brown do., 500 boxes vermicelli, 43 jars aniseed and almonds.

National barque Manueleta, 311 tons, Jacob Hagg, from Salt Island 5th April, to Nicholson, Green & Co., 159 moyes salt.

Sailed, French barque Universel, 267 tons, Hippolite Felix Ducormier, for Havre, despatched by A. Dunoyer & Co., with 100 boxes tallow, 1501 salted ox and cow hides, 22 bales and 45 chinas horse hair, 60 bales wool, 9345 dry ox and cow hides 5400 horns.

National Schooner Suerte Argentina, 124 tons, José Avenent, for Rio Grande, despatched by Manuel Lopez, with 290 barrels flour, 16 hogsheds, 2 boxes and 2 bundles tobacco.

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

Sicilian schooner Regeneracion, 145 tons, Pablo Inzerillo, for Palermo, despatched by Santamaria, Llambi and Cambaceres, with 1000 salted ox and cow hides, 7400 dry do. do.

June 6.—Wind S. E.

Arrived, British barque Alexander, 269 tons, Alexander Sutherland, from Liverpool 14th April, to Samuel Hesse.

British brigantine Light of the Haram, 167 tons, Josiah Stevenson, from Liverpool 15th April, to Phillips, Tomkinson & Co.

Portuguese brig Improviso, 195 tons, José Gomez de Avellar, from Rio Janeiro 21st May, to Juan Geronimo Martinez, with 350 bags farina, 98 boxes preserves, 443 rolls tobacco, 1293 bags rice, 300 barrels coffee, 193 barrels sugar, 4 boxes dry goods, 1 brass wheel, 1 box bonnets, 2 barrels plants, 1 box tin, 1 bundle paper.

June 7.—Wind E. N. E.

Arrived, American barque Chicora, 298 tons, G. L. Howland, from Boston 20th March, to Freyer Brothers, with 37 boxes and 14 hogsheds merchandise, 200 boxes starch, 207 do. tea, 100 kegs nails, 550 bales candlewick, 170 bundles twine, 11 boxes matches, 12 barrels and 14 half barrels blacking, 100 barrels fish, 10 hogsheds window glass, 49 hogsheds and 199 barrels rice, 10 boxes silk handkerchiefs, 76,585 feet pine lumber, 225 bundles shingles, 12 boxes panacea, 16 do. drugs, 1 do. seeds, 35 ploughs, 12 boxes clocks, 12 do. clock weights.

Spanish brig Empeñador, 244 tons, Juan Molins, from Barcelona 21st March, Malaga 17 April, to Santamaria, Llambi & Cambaceres, with 273 pipes, 30 half pipes and 28 barrels red wine, 40 pipes, 20 half do., and 10 barrels Spanish brandy, 500 jars aniseed do., 480 jars oil, 2000 bricks, 1 box silks.

National schooner Luisa, 121 tons, José Murator, from the Buceo 6th inst., to Carlos Galeano, with 400 rolls tobacco, 110 doubletons.

Sailed, Danish brig Delphin, 171 tons, C. H. Braun, for Rio Janeiro, despatched by Diego Calvo & Sons, with 680 quintals jerked beef, 75 pipes and 65 boxes tallow, 13 boxes matches.

American barque General Wool, 195 tons, John B. Conner, for Baltimore, despatched by Zimmermann, Frazier & Co., with 500 salted ox and cow hides, 8309 dry do. do., 80 bales wool.

American ship Shaw, 343 tons, Thomas W. Rae, for Boston, despatched by Daniel Gowland & Co., with 183 bales hide cuttings, 242 do. wool, 15 seroons do, 52 bales sheep skins, 25 do. horse hair, 9880 horns, 6 barrels butter.

Spanish brig Gallo de Oro, 269 tons, Agustín Bois, for Cadiz, Malaga and Barcelona, despatched by Felix Buxareo, with 795 salted ox and cow hides, 12,524 dry do. do., 10 bales ostrich feathers, 8 do. calf skins.

French barque Banaré, 171 tons, André Maggan, for Marseilles, despatched by M. Laplane, with 28 bales wool, 9000 horns, 5546 dry ox and cow hides, 1969 salted do., 2 seroons tobacco.

Brazilian steamer Comercio, 69 tons, Porfirio S. Santos, for Rio Grande, in ballast.

June 8.—Wind N. N. W.

Arr. Danish barque Waldemar, 365 tons, M. C. Schmidt, from Hamburg 27th March, to Winter, with 60 pipes brandy, 10 pipes, 1066 demijohns, 1855 baskets and 2000 cases gin, 40 tons coal, 100 barrels, 100 barrels tar, 41 boxes furniture, 2 bales, 13 cases, 20 hogsheds and 329 boxes merchandise, 1 box books.

Sailed, British brig Mary Holland, 223 tons, James Luscombe, for London, despatched by Turner and Co., with 35000 salted ox and cow hides, 8000 horns, 45½ pipes and 1185 boxes tallow, 6 bales ostrich feathers, 1 do. horse hair, 21 do. wool, 1 box goat skins, 21 tons bones.

Sardinian brig Camila, 242 tons, Pedro Antonio Ferraro, for Genoa, despatched by Adolfo Mancilla & Co., with 15,005 dry ox and cow hides, 600 salted do. do., 600 horns, 245 boxes and 138 seroons tallow.

The Brazilian brig Soares, 187 tons, José Antonio Cabral, which sailed hence on the 22nd March for the Salado, cleared at the Custom House on the 31st ult. for Brazil, despatched by José Coelho Meyrelles, with 3300 quintals jerked beef.

The Melody, Hooper, hence 25th January, for Plymouth, was spoken on the 17th March in lat. 24° N. long 35° W.

The Birky, Nicolls, hence 10th January, for London, put into Terceira on the 27th March, leaky, and would be surveyed.

The Brazilian schooner Vigilante, has been sold and is now under the flag of this Republic employed in the coasting trade. She is now called the Medea.

Vessels loading at Liverpool for Buenos Ayres, besides those mentioned in former numbers.

Brig Gaunnet, Presley; barque Novelty, Harrison; Mersey; Adam Smith.
For Lisbon and River Plate, Margaret, in the Clyde, Agile.
At Cadiz—Morcia, Bakers; Clorinda, Johnston; Timandra.

SHIPPING MEMORANDA.

ARRIVED AT LIVERPOOL.

March 20, Alecto, Bennett, hence 25th Dec.

" 30, Adam Smith, Gourley, hence 4th Jan.

AT LONDON.

April 5, Gartshirrie, Ritchie, hence 6th Jan.

AT GREENSTEAD.

March 30, Albert Edward, Downward, hence 29th December.

" " Commodore, Pratt, hence 7th Jan.

AT FALMOUTH.

March 31, Ann Jenkins, Lewis, hence 28th Dec.

" " Matador, Baller, hence 23d January.

OFF FALMOUTH.

March 27, Anna Augusta, Peters, hence 10th January, bound for Hamburg.

April 2, Eliza, Wyllie, hence 20th January.

" 3, Flint, Graham, hence 10th Jan., and sailed the same day for Antwerp.

" 3, Mary Ann, Sopit, hence 12th Jan. Previous to April 10, Jergen, Hurrich, Groth, hence 23d January.

" " " 12 Rio Grande, Thomas, hence 4th February.

AT ANTWERP.

March 22, Capella, Decker, hence 7th Jan.

" 30, Estevan, Frantzén, hence 5th Jan.

" 30, Aleyan, Sun, hence 4th January.

" 31, Estafete, Hoyen, from Montevideo 16th January.

April 1, Achilles, Langlois, hence 12th Jan.

" 1, Templar, Marshall, hence 25th Jan.

" " Diane, Loquay, hence 17th Jan.

AT AMSTERDAM.

March 23, Muskingum, Crockett, hence 26th December.

AT MARSEILLES.

March 7, Printemps, Touchet, hence 13th December.

" 31, Joinville, Noe, hence 10th Jan.

AT HAVRE.

March 17, Louis, Durand, hence 30th Dec.

" 24, Paquebot de la Plata, Cogneau, from the Buceo.

AT BORDEAUX.

March 26, Lion, Bonnet, hence 28th Jan.

AT GENOA.

Feb'y. 28, Annulio, Giordano, hence 3d Dec.

March 4, Indurina, Ferro, hence 21st Nov.

" 11, Graciosa Fanny, Tiscornia, hence 7th December.

AT GIBRALTAR.

March 25, Tergesteo, Maurice, from Montevideo

AT MALAGA.

March 13, Esperalda, Millet, hence 18th Dec.

AT CADIZ.

March 19, Pronta, Ros, hence 16th January.

" 19, Anita, Aisina.

AT COEK.

April 6, William Peile, from the Buceo.

AT HAMPTON ROADS.

March 28, Hermitage, Forest, hence 21st Jan.

ARRIVED AT RIO JANEIRO.

May 8, Norma, da Silva Espz, from the Buceo 22d April.

" 10, Anibal, Sant Anna, from the Buceo 24th April.

" 14, Antoinette, Herve, hence 1st May, bound for Havre.

" " Camoena, Ayltreen, from Montevideo 1st May.

" 21, Suerto, Valaro, from the Buceo 6th May.

" " Brazilian man-of-war barque Berenice, from Montevideo 7th.

" " French war steamer Fulton, Com. Le Maitre, from Montevideo 12th.

" " American frigate Bradywine, Com. Bowman, from Montevideo.

" " Luisa, Ornelas, from the Buceo 11th May.

Sailed from RIO JANEIRO.

May 13, H. B. M. packet Crane, for Falmouth.

" 17, Duque da Terceira, for the River Plate.

" " Fortuna, M. M. Jacob, for do.

" " Condor, Teixeira, for do.

H. B. M. steamer Alcega, sailed from Bahia for Pernambuco, on her route to England, on the 2d of May.

Vessels sailed for Buenos Ayres—

From Shields, March 4th, Catherine, Fenwick.

From St. Ubes, " 22d. Ada, Amy.

From Cuxhaven, " 23d, Cogordia, Bock.

" " " Gligakis, Jordt.

" " " 27th, Waldemar, Schmidt.

From Gravesend, April 2, General Belgrano, Garrido.

From Liverpool, April 5, (via St Ubes, Mysore.

From Marseilles March 18, Nouveau Provencal.

From Bordeaux March 30, Coriolan, Lamand.

From Cete March 24, Adrien et Marie.

MARRIED.

On the 24th ult., Mr. John Hardy, of Alnwick, Northumberland, to Margaret, daughter of Mr. Lowrie, blacksmith, of this city.

On the 6th inst., Mr. Christian Bone, to Miss Henriette Birt, both natives of Hamburg.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	.....52
Sunday	.....49
Monday	.....56
Tuesday	.....58
Wednesday	.....53
Thursday	.....53
Friday	.....52

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

National	.....81,147 tons
British	.....33,768 "
American	.....4,112 "
Danish	.....3,795 "
French	.....8,185 "
Hamburg	.....7,157 "
Spanish	.....7,294 "
Brazilian	.....9,1,803 "
Sardinian	.....13,2,204 "
Belgian	.....3,703 "
Portuguese	.....2,008 "
Swedish	.....4,1,104 "
Prussian	.....1,271 "
Oldenburg	.....1,239 "
Lubeck	.....1,300 "
Hanoverian	.....1,160 "
Norwegian	.....1,310 "
Chilian	.....1,200 "
	107 23,296

Advertisements.

Grave Vines

In bearing; trained as standards, or for upright espaliers, or with long stems, for horizontal trellises. May be bought at the quinta No. 333, Calle del Temple, one square from the N. W. corner of the Parque de Artilleria.

Wanted a Situation.

As wet Nurse, a strong and healthy English female. Apply at 19, Calle La Merced.

For Sale.

Superior Hollands Gin
Sherry Wine in octaves
Pale ale and London Stout—
apply to

Bayley Brothers.

Twenty dollars Reward.

For a book, printed in Boston, entitled the Family Visitor." The above sum may be received on delivery of the book at 59, calle de Mayo.

Passengers for

San Francisco in California,

Touching at Valparaiso.

The very superior, coppered and copper fastened, fast-sailing A. 1. Portuguese barque **ARIZONA**, will positively sail for said port on the 15th inst. A few tons of light freight can still be taken at reduced rates.

This vessel has two cabins aft and one forward, which offer, those wishing to go thence, the most agreeable and comfortable accommodations—also, the vessel, being of first-class, with an experienced master and good treatment, will insure to the passengers all that can be desired during the voyage.

Made for freight or passage, application is to be made to J. C. Meyrelles, Esq., or to Richard Sutton, Jun., Licensed Ship Broker, No. 14, La Reconquista.

June 6, 1840.

For Passengers only.

Marseilles & Cete,

The well-known regular trading A. 1. French brig

"Henri et Louise,"

191 tons,

Captain Gautier,

Will sail for the above destination in the course of fifteen days, persons desirous of taking passage can with confidence count upon comfortable accommodations and good treatment.

For further particulars please apply to the consignee Bartolomey Herand, Esq., or to John Higginbotham, Licensed Ship Broker, 20, San Martin.

June 9, 1849,

For London,

The superior fast-sailing A. 1. British brig

"Emmanuel Boucher,"

217 tons,

William Farmer, Commander,

Has engaged a considerable portion of her cargo and is warranted to have quick despatch.

For rates of freight and terms of passage, the vessel having superior accommodation, please apply to the consignee George Dowse, Esq., or to John Higginbotham, Ship Broker, Calle San Martin No. 20.

June 9, 1849.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AIRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c.
NATIONAL.				
March 27	Barque Sirena, Charles Amundsen.....	313	Nelson Hartwig	California.
March 18	Brigantine Virgin, Daniel Wasgatt.....	122	Vicente Casares and Sons.....	Patagonia.
April 1	Brigantine General Roane, Santiago Basco	151	Maggiolo and Migoni.....	Vicente Casares.
May 1	Brigantine Santos, Gerardo Castaldi.....	152	Vicente Casares.....	Falmouth & the Continent.
May 18	Brig Margarita, John H. Jordan.....	150	Thode & Co.....	Hamburg.
June 5	Galloon San Martin, Hanschild.....	175	Bunge, Bornefeld and Co.....	
June 5	Barque Manilla, Jacob Young.....	128	Nicholson, Green & Co.....	
June 7	Schooner Luisa, José Muratore.....	121	Carlos Galeano.....	
BRITISH.				
Feb. 15	Barque Rosalind, J. Archer.....	305	Nicholson, Green & Co.....	England.
March 2	Brig Lydia, Thomas Gray.....	207	Chapman and Co.....	London.
March 21	Barque Symplicitas, William Greaves.....	339	John Best & Brothers.....	Liverpool.
March 24	Brig Wilton Wood, Henry Harrison.....	243	J. C. Thompson.....	London.
March 25	Brig Regina, Joseph Blyth.....	257	Bailey Brothers.....	London.
March 25	Brig Prince Albert, James Young.....	158	W. Wood Latham and Co.....	England.
March 26	Brig Anglo-Saxon, Edwin Tomlinson.....	166	Wilfrid Latham and Co.....	Havana.
March 30	Barque Commodore, Thomas Asplet.....	258	Edward Lamb and Co.....	Liverpool.
April 2	Brig United, John P. Renouf.....	208	Barber & Orr.....	Falmouth & the Continent.
April 15	Barque Isabella, Samuel Herbet.....	311	Phillips, Tomkinson & Co.....	Liverpool.
April 15	Barque Argentina, Morton.....	211	To order.....	Liverpool.
May 5	Brig Queen of the Tyne, Alexander Clark	377	Bailey Brothers.....	England.
May 9	Barque India, James Gibson.....	377	Santamaria, Lambi and Cambaceres	Liverpool.
May 9	Brig Flata, Richard B. Pringle.....	218	John Best and Brothers.....	Liverpool.
May 9	Brig Lady Mona, William Perkins.....	251	Nicholson, Green & Co.....	Liverpool.
May 9	Barque Fortitude, James K. Forrist.....	251	Samuel Hesse.....	Callao.
May 12	Barque Mary Miller, George Hall.....	190	Nuttall & Co.....	London.
May 12	Barque Lancashire Witch, L. E. Brownrigg	253	Bates, Stokes and Co.....	Liverpool.
May 13	Brigantine Shamrock, David Crick.....	181	Nicholson, Green & Co.....	England.
May 14	Barque Leopard, George Shire.....	230	Edward Lamb & Co.....	London.
May 15	Brigantine Anglo-American, Nelson Card	131	De Lisle, Brothers & Co.....	Havana.
May 22	Barque Passenger, James K. Forrist.....	300	James C. Thompson.....	Liverpool.
May 25	Brig Ariel, Richard Hammington.....	181	John Galt Smith and Co.....	England.
May 25	Emmanuel Bouteher, William Farmer.....	177	George Howes.....	London.
May 25	Barque Sovereign, James K. Forrist.....	240	Nicholson, Green & Co.....	England.
June 1	Brig Warrior, Henry Beynon.....	172	Amoroso, Lozica & Co.....	London.
June 1	Brig Fortitude, William Rook.....	196	De Lisle, Brothers & Co.....	Callao.
June 2	Brig Golden Eagle, Henry Symons.....	181	Thomas Duguid and Co.....	London.
June 2	Brig Jessie Miller, David Crick.....	332	John Best & Brothers.....	Callao.
June 4	Brigantine Choice, Abraham Ogier.....	177	Bates, Stokes & Co.....	Havana.
June 4	Brig Zuleika, Hugh Montgomery.....	197	Charles H. Horne.....	London.
June 6	Barque Alexander, Alexander Sutherland.....	265	Samuel Hesse.....	London.
June 6	Brig Light of the Haven, Josiah Stevenson	167	Phillips, Tomkinson and Co.....	London.
AMERICAN.				
May 27	Barque Mason Barney, J. B. Langston.....	240	Hayes and Co.....	New York.
June 31	Brig Colonel Howard, John A. Durkee.....	332	Zimmermann, Frazier & Co.....	Boston.
June 2	Barque Oshonans, James K. Forrist.....	242	Zimmermann, Frazier & Co.....	Boston.
June 7	Barque Chirona, G. S. Howland.....	298	Freyer Brothers.....	Boston.
DANISH.				
April 10	Brig Niord, A. Kaufmann.....	245	Thode & Co.....	New York.
May 13	Barque Cybele, C. Backmann.....	250	Charles R. Horne.....	London.
May 31	Brig Johann Christoph, B. Jordan.....	306	Otto, Rosenthal and Co.....	London.
FRENCH.				
February 1	Barque Jeanne France, Pannier.....	318	Despay.....	Havre.
Feb. 24	Barque Soltan, Masses.....	292	Mathon, Raggio & Co.....	Havre.
Feb. 28	Barque Henri et Louise, Hilarie Gautier	187	B. Herand.....	Cette.
May 9	Barque Guarani, P. Larche.....	237	E. Ochoa & Co.....	Havre.
May 9	Barque Jeanne, Augustin May.....	206	Thomas Roussé, Esq.....	Havre.
May 15	Barque Camoes, Dronaux.....	244	Livallol and Sons.....	Do.
May 15	Barque Napoleon, Rabardy.....	227	J. B. Preig.....	Do.
May 18	Brig Frederic Eugenie, Peter Brunzon.....	167	B. Herand.....	Cette.
SPANISH.				
April 15	Brig Manuel, Pedro Garcia.....	152	Zumaran and Treserra.....	Spain.
April 16	Brig Foralgon, Santiago Montenegro.....	130	Pedro Alvaro.....	Havana.
May 2	Barque Federico, Mariano Mora.....	318	Santa Maria, Lambi & Cambaceres	Do.
May 9	Brigantine Procer, John Millet.....	148	Livallol and Sons.....	Do.
June 2	Polacore Monsagera, Jaime Millet.....	137	Livallol and Sons.....	Do.
June 2	Brig Ripa, Francisco Salazar.....	167	Livallol and Sons.....	Do.
June 7	Brig Emprendedor, Jose Molins.....	244	Santa Maria, Lambi & Cambaceres	Do.
BRAZILIAN.				
March 25	Barque America, Antonio P. da Costa.....	216	Mmanuel Azevedo Ramos.....	Brazil.
March 27	Brig Dos Amigos, Francisco Antonio Pinato	172	Jose Coelho Meyrelles.....	Brazil.
May 15	Brig Cascaes, Joaquin Antonio May.....	227	Antonio Marques Mendosa.....	Brazil.
May 15	Brig Carapio, Jose Ferreira do Araujo.....	245	Mmanuel Azevedo Ramos.....	Bahia.
May 16	Brig Maria Rosa, Francisco Costa Carvalho	126	Jose Marques Sousa.....	Bahia.
May 20	Brigant. Feliciano, Antonio Cardoso de Sousa	153	Juan Geronimo Martinez.....	Brazil.
May 26	Brig Beltrio, Manuel Silva Santos.....	232	Antonio Marques Mendosa.....	Brazil.
June 2	Brig Venus, Luis Antonio Rodriguez.....	155	Mmanuel Azevedo Ramos.....	Brazil.
June 4	Barque Saudade, José Olivers Lalitte.....	335	Antonio Jose Alves Pinto.....	Brazil.
SARDINIAN.				
Feb. 8	Polacore Sonmariva, Juan B. Riecheli.....	145	Livallol and Sons.....	Brazil.
Feb. 20	Brig Brazil, José B. Fátima.....	172	Geronimo Riso.....	Not allowed entry.
March 20	Schooner San Antonio, Benito Bicho.....	51	Not allowed entry.....	Do.
March 20	Bombarda Costanza, Agustín Pagliano.....	46	To order.....	Do.
March 25	Bombarda Juveny Maria, Gaggino.....	46	To order.....	Do.
March 25	Polacore Innocenza, William Sartorio.....	234	Antonio Ramon Guerra.....	Genoa.
April 5	Polacore Revoco, Juan B. San Miguel.....	180	Petrனர், Puggio and Co.....	Genoa.
April 5	Polacore Pacheco Felice, Juan B. Vila.....	155	Jacinto Caprice.....	Genoa.
April 4	Brig Canilia, Antonio Ferraro.....	232	Adolfo Borzelli and Co.....	Do.
April 5	Polacore Tevere, Bartolo Riso.....	195	Stvori T. Schiaffino.....	Do.
May 15	Polacore Espumosa, Carlos Gastaldi.....	202	Jacinto Caprice.....	Do.
May 15	Polacore Union, José María Costa.....	251	Jose Aveggio.....	Do.
June 5	Barque S. Michele, Angel Cichero.....	281	Livallol and Sons.....	Do.
HAMBURG.				
February 4	Brig Conrad, J. H. Harm.....	256	Louis Winter.....	California.
March 8	Barque Amphitrite, Johan J. Arends.....	213	Bunge, Bornefeld & Co.....	Boston.
May 9	Barque Antonette, G. F. Numens.....	230	Daniel Gouland & Co.....	Boston.
May 14	Barque Catharina, J. H. N. Lebau.....	232	Bunge, Bornefeld & Co.....	Boston.
May 15	Barque Adolph, Henry Reimers.....	248	Becher, Preuss & Co.....	Antwerp.
May 15	Brig Wilhelmine, A. F. Borsen.....	269	Zimmermann, Frazier & Co.....	Antwerp.
May 15	Barque Mercantur, Nicholas Sailer.....	239	Bunge, Bornefeld & Co.....	Antwerp.
SWEDISH.				
March 13	Brig Nancy, Nicholas Halberg.....	245	Livallol and Sons.....	Antwerp.
May 9	Ship Prinz Carl, John Tarras.....	312	Louis Chapetrouge & Co.....	Boston.
June 2	Brig Pilgrim, Sjersberg.....	247	Silva and Co.....	Antwerp.
June 3	Schooner Gefion, Gruff.....	160	Egg, Krutsh and Co.....	Antwerp.
PRUSSIAN.				
April 15	Barque Leopold, J. C. Holtz.....	271	Zimmermann, Frazier & Co.....	Boston.
BELGIAN.				
March 13	Brig Transit, Theodore Smit.....	214	Vicente Casares and Sons.....	Havana.
March 22	Barque Ambiax, Charles De Bonninge.....	365	Freyer Brothers.....	Do.
May 30	Brig Pauline, J. J. Hinrichsen.....	221	Zumaran and Treserra.....	Do.
PORTUGUESE.				
January 12	Barque Amazonas.....	263	Jose Coelho Meyrelles.....	Pacific.
June 6	Brig Improviso, José Gomez de A. Villar.....	195	Juan Geronimo Martinez.....	Pacific.
OLDENBURG.				
January 21	Brig Josua, John Secke.....	239	Becher, Preuss & Co.....	Havana.
LUBECK.				
March 11	Barque Alma, H. Wulff.....	309	Louis Chapetrouge & Co.....	Boston.
HANOVERIAN.				
May 9	Brig Michael, H. Christoffers.....	160	Freyer Brothers.....	Antwerp.
NORWEGIAN.				
May 17	Barque Freia, P. J. O. Brechann.....	310	Charles R. Horne.....	London.
CHILIAN.				
May 29	Brig Uruguay, Estevan Chiapparo.....	200	Diego Calvo & Sons.....	London.

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Steamer Harpy, Lieut. Charles L. Waddilove.
 H. B. M. schooner Spider, 3 guns, Lieut. James W. Tomlinson.
FRENCH.—Barque Astralob, 18 guns, Commandeur Montrevel.
SARDINIAN.—Brig Eridano, 14 guns, Capt. Parolido.

For Boston.

The A. I. coppered and copper-fastened American barque
Oceanus, 242 tons,
 Capt. Green,
 Has the greater part of her cargo engaged and will have quick dispatch.
 For particulars apply to the consignees Messrs. Zimmermann, Frazier & Co, or to Richard Sutton, Jun., Licensed Ship Broker, No. 14, La Reconquista.

For London.

The superior and remarkably fast-sailing A. I. British barque
Syrophentican,
 William Greaves, Commander,
 Has already engaged a large portion of her cargo, and has only disengaged room for a few tons of salted hides and light freight.
 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.
 June 9, 1849.

Passengers Only.

The very superior A. I. French barque
"JOSE,"
 200 tons register,
 Schmidt, Master.
 Will sail for Havre de Grace in the course of the present month, having all her cargo engaged and shipping.
 This vessel has very comfortable accommodations. For further particulars please apply to the consignee Thomas Rousse, Esq., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 June 9, 1849.

For Antwerp.

The fine fast-sailing Hamburg brig
"Wilhelmine,"
 168 tons register, Capt. Brorzen,
 Has only disengaged room for 1000 dry hides, and will leave this port under the Argentine flag.
 Please apply to the consignees Messrs. Zimmermann, Frazier & Co, or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 June 9, 1849.

For Hamburg.

The well known remarkably fast sailing A. I. Argentine brigantine
San Martin,
 Captain Hauschildt,
 Has only disengaged room for 3000 dry hides and will have quick dispatch.
 For further particulars please apply to the consignees Messrs. Bunge, Bornefeld & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin No. 20.
 June 9, 1849.

FOR San Francisco in California.

The superior A. I. coppered and copper-fastened, very fast-sailing Hamburg barque
Adolph,
 of about 300 tons,
 Captain H. Reimers,
 Will have immediate dispatch for the above port, and can take about 50 tons more on freight.
 This vessel being new and in a first rate condition, offers an excellent opportunity to passengers who will be provided for liberally.
 For Freight or Passage apply to the consignees Messrs. Becher, Preuss & Co., or to Richard Sutton, Jun., Licensed Ship Broker, La Reconquista, No. 14.
 June 8, 1849.

For Freight or Charter.

The very superior British brig
ARIEL,
 150 tons register,
 Richard Hanington, Commander.
 This little vessel is well known as being one of the finest and fastest out of Liverpool, and has invariably delivered her cargoes in the best possible condition.
 She is all ready to receive cargo and for further particulars please apply to the consignees Messrs J. Galt Smith & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 9th. June 1849.

For Liverpool.

The regular trader A. I. British brig
"Plata,"
 248 tons register,
 R. B. Pringle, Commander,
 Is now loading and has disengaged room for a few tons of salted hides and light freight. This vessel is well known in the trade for the good delivery of her cargoes.
 For further particulars please apply to the consignees Messrs. John Best and Brothers, or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 2nd June, 1849.

For London.

The British barque
"Leopard,"
 300 tons register,
 George Shire, commander,
 Is classed A. I. at Lloyd's for 18 years, and only one year old, is acknowledged to be one of the fastest and finest vessels afloat, has only disengaged room for a few boxes tallow and light freight and will be despatched in the course of thirty days.
 She has superior accommodation for passengers.
 For further particulars please apply to the consignees Messrs. Edward Lamb & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 2nd June, 1849.

PASSENGERS ONLY.

For Falmouth & the Continent.
 The well known remarkably fast-sailing A. I. Argentine brig
"Margaretha,"
 Captain Jordan,
 Will sail for the above destination in the course of a month and can accommodate three or four passengers.
 For further particulars please apply to the consignees Messrs. Thode & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 2nd June, 1849.

For Liverpool.

The fast sailing A. I. British barque
"Passenger,"
 Walker, Commander,
 250 tons register,
 Will be ready to receive cargo in the course of a few days, and is warranted to have quick dispatch, and has room for tallow, hides, and light freight.
 For further particulars please apply to the consignees Messrs. J. C. Thompson & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 2nd June, 1849.

Passengers Only.

For Havre de Grace.
 The very fine A. I. French barque
"Sultan,"
 227 tons register,
 Capt. Alfonso Massez,
 Having all her cargo engaged will sail for the above destination on the 5th of June according to agreement.
 This vessel is well known as a fast sailer, and having spacious cabins can comfortably accommodate passengers out going to France.
 For terms of passage please apply to the consignees Messrs. Mathon, Raggio & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.
 2nd June, 1849.

For Liverpool.

The regular trader A. I. British barque
Argentina,
 246 tons,
 S. Morton, Commander,
 Has only disengaged room for light freight, and having half her cargo on board will have quick dispatch. This vessel has superior accommodation for passengers.
 For further particulars please apply to the Captain, or to John Higginbotham, Licensed Ship Broker, Calle San Martin No. 20.

For San Francisco, California.

The known, very fast-sailing, first class, coppered and copper-fastened Argentine barque
"Sirena,"
 per register 313 tons,
 Charles Amundsen, Master,
 Is now loading for the above port, and having upwards of one half of her cargo engaged, will have very quick dispatch.
 Terms of freight, moderate, and a Supercargo goes on board of her, who is a gentleman of mercantile knowledge, as well as responsibility, who will take charge of any effects which shippers, who have no correspondent there, may deem proper to confide to his direction.
 Her accommodations for Passengers are very superior, and she has a most spacious between decks offering an excellent conveyance for steerage passengers.
 For terms of freight or passage, application to be made to her owner, Nelson Hartwig, Esq., or to Charles R. Horne, Licensed Ship Broker, No. 55 Calle la Reconquista,
 May 8, 1846.

Superior Old Port.

A few cases which arrived here five years and a half since, are on Sale at the house of Barber & Orr, Calle del Perù, No. 13.

For London,

The fast-sailing British built A. 1. brig
Lydia,
207 tons,

Thomas Grey, Master,
Has disengaged room for 100 pipes tall
which can be received on board immediately.
For further particulars please apply to
the consignees Messrs. Louis De Chapeaurouge &
Co., or to

John Higginbotham,
Licensed Ship Broker,
Calle San Martin, No. 20.

For London.

The very fast sailing A. 1. British built barque
Mary Miller,
290 tons, per register,
Captain George Hall,

Will have quick despatch, having nearly three
fourths of her cargo already engaged.
Her accommodations or passengers are ex-
cellent.

For freight or passage apply to the Consignees
Messrs. Nuttall and Co., or to

Charles R. Howe,
Licensed Ship Broker,
No. 65 Calle la Reconquista.

For London,

The very superior fast-class British brig
Regina,
237 tons register,

Joseph Blyth, Commander,
Will be ready for sea in the course of fifteen
days and has only room for 2000 salted hides, or
a few boxes of tallow.

This vessel is very favourably known and is
considered one of the fastest merchant vessels
afloat, she is classed at Lloyd's A. 1. for 12 years.

For further particulars please apply to the
consignees Messrs. Bayley Brothers or to

John Higginbotham,
Licensed Ship Broker,
20, Calle San Martin.

2nd June, 1849.

To Let,

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

**WHOLESALE PRICES
CURRENT.**

IMPORTS.

ALE and Port—Duty, 54 per cent.	
London	4 65
French and German	4 50
ANCHOVES—Duty 28 p. cent.	
Per keg	4 40
BEEF WAX—Duty 19 p. cent.	
White, per lb.	12 4 14
CANDLES—Duty, 19 per cent.	
Sperm	9 4 10
Stearine	4 8
CASSIA—Duty, 28 p. cent. p. lb	4 4 4
CARDS, Playing—Duty, 19 per cent.	
Spanish, fine	14 4 34
" ordinary	14 4 10
German	150 4 200
Genoese	4 1
CANDLEWICK—Duty 28 per cent.	
American	4 140
English	4 140
CHEESE—Duty 39 per cent.	
Dutch, round, of about 3 lbs., each, if sound	4 13
Do. cream	4 4
English	4 6
CHUNO	4 45
CIDER—Duty, 39 per cent.	none
CLOVES—Duty, 28 per cent.	4 6
COALS—Duty, 5 per cent.	
Coarse	100
Blacksmith	250
COCOA—Duty, 5 per cent.	
Brazil	150
Gus'saquil	200
COD FISH—Duty, 28 per cent.	
Per drum of 100 lbs.	150
COFFEE—Duty, 28 per cent.	
Havana	160
Brazil	135
DEMJOHNS—Empty, assorted, of 3, 4 and 5 gallons—Duty, 19 p. cent. each	9
DOMESTICS—Duty, 19 per cent.	
American brown shirting, 27 inches	9 1/2
" Appleton do. 30 in.	11 1/2 4 11 1/2
" India Head do. 30 "	11 1/2 4 11 1/2
" Appleton do. 33 "	4 13
" Do. sheetings 36 "	4 14
" Brown drills .30 "	4 14 1/2
" Tickings	4 28
Scotch Hessians	24
FARINA—Duty, 28 per cent.	14
FLOUR—Prohibited—Price on board for re- exportation per barrel 5 1/2 Spanish.	
FRUITS—Duty, 28 per cent.	
Almonds, hard shell, unshelled, per arroba	25
Do. soft do.	40
Do. shelled do.	100
Apples, dried	1 4
Currants	5 6
Figs, Malaga, in boxes	30
Hazel nuts	37
Prunes	35
Raisins, Malaga	40
Wallnuts	88 4 40

FIRECRACKERS, India—Duty 19 p. cent.	
Per gross	15rs.
GLASS, Window—Duty 19 per cent.	
Box	120
Do. German, hollow, assorted, doz.	15 4 16
HAMS—Duty, 28 per cent.	
English, superior	3
American	2 1/2
Westphalia	3 6
HONEY—Duty, 28 per cent.	
Per gallon	12
IRON—Duty, 5 per cent.	
English, per quintal	65 4 70
" hoop do.	none
Swedish	none
LARD—Duty, 28 p. cent., p. lb.	none
LEAD—Duty, 19 per cent.	
Pig, per quintal	4 150
Sheet do.	4 150
LEATHER—Duty, 19 per cent.	
Calf skins, per doz.	550
Morocco, coloured	600
Patent leather	660
Sheep skin linings do.	125
Do. do. Morocco	400
LUMBER—Duty, 5 per cent.	
American pine boards and plank, on shore	6 1/2rs.
Baltic pine 28 1/2 silver per 1000 feet on board	
Pitch pine, 34 1/2 silver per mil on board	
Swedish pine 25 1/2 28 1/2 do. per doz.	
MANDIOCA	35
MATS—Spanish, duty 19 p. cent. per doz.	150
MATTING—Duty, 19 per cent.	
Spanish, per piece	200
India, per yard, 4, 5, 6 1/2	5 4 7
MOLASSES—Duty, 28 per cent.	
Per gallon	7
NAILS—American, cut, per ql.	200
NAVAL STORES—Duty: coriage, pitch, rosin and tar 12 per cent.; canvass and duck 19 per cent.	
Canvass—American, per yard	4 4
" English, No. 1 to 6 piece	4 200
" German	4 1
" Russian, best quality	250 4 260
" Do. 2nd do.	170 4 180
Coriage—coir, per quintal	150
" Manila do.	300
" Russian do.	150 4 200
Duck—English	110
" German	120 4 130
" Russian	140 4 150
Pitch—American	4 50
" Swedish	none
Rosin	35 4 40
Tar—American	4 80
" Swedish	100
Oakum, quintal	270
OILS—Duty, 28 per cent.	
Olive—Spanish, in casks, p. arr. " in jars of 1/2 arroba each	65
" Genoese, in casks	75
" refined in bottles	70
" French	85
OLIVES—Duty 28 per cent.	
Seville, in kegs	50
Malaga	40
PAINTS—Duty, 19 per cent.	
Linseed oil, in casks, per gallon	25
" in tins or jars p. gal.	25
Turpentine in tins, per gallon	20
White lead dry	4
Paints in oil, assorted colours, lb.	10 4 11rs
PAPER—Duty, 19 per cent.	
American, straw	8
Spanish, florete, superior, ream	4 8
" do.	34
" linen for segars	34
Genoese, florete	29
" large size, Genoese	24
" medium	17
" small	13
Letter paper, blue	30
" white	36
PEAS—Duty, 28 per cent.	
Spanish, (garbanzos)	32
PEPPER—Duty, 28 per cent.	
Black	60
Chile, red	75
Spanish, red	90
Do. sweet	90
RICE—Duty, 12 per cent.	
Carolina	30
Brazil	32
Piedmont	25
SALT—Duty, 1 dol. per fanega	
Cadiz & St. Ubes on board do.	8rs. silver
Capo de Verd	
Table, fine	8
SALT-PETRE—Duty, 5 per cent.	
SOAP—Duty, 19 per cent.	
Spanish	45 4 50
Marseilles	45
American, yellow	28 4 30
English	28 4 30
SPIRITS—Duty, 39 per cent.	
Brandy, Spanish, 34 & 35 deg.	1850
" French	1500
" Aniseed 28 deg.	1700
" from the Baltic 34 & 35	1500
" Gin, German in pipes, 20 deg.	1200
" in cases and baskets of 1 dozen jars	42
" in demijohns of 1 gallon	12
" in do. of 3 gallons	32

Rum, New England, 140 gals.	1150
" Havana, (c-ria) 20 deg.	1150
" 123 gallons	1150
" Rio Janeiro do. do.	1150
STARCH, Wheat—Duty, 28 per cent.	
Per arroba	30
SUGAR—Duty, 28 per cent.	
Loaf	53
Crushed, refined	53
Havana, white	38
" brown	35
Rio Janeiro, white campos do. new	none
" brown	none
" dark brown do.	none
Pernambuco, white	36
" brown	30
Santos, white, old 30, new	34
" brown	29
Reconavo	none
TEA—Duty, 28 per cent.	
Gunpowder and Imperial, per lb.	12 4 15
Hyson	6
Pouchong, superior	10 4 15
" Do. inferior	4 4 6
Orange Pekoe	15
TOBACCO—Duty, 39 per cent.	
Bahia, leaf	60
Brazil, black superior	130
Cavendish, 1st quality	90 4 100
" Do. inferior	none
Maryland, leaf	120 4 140
Cigars, Hamburg	250
" Havana	300 4 400
" Regalia	700
TWINE	
English	600
India	360
Spanish	500 4 400
VERMICELLI—Duty, 54 per cent.	
Genoese, assorted	55
Spanish do.	55
VINEGAR—Duty, 39 per cent.	
French, refined double, per pipe	41000
Spanish	41000
WINES—Duty, 39 per cent.	
Port	34000
" bottles	200
Lisbon, or Pigneira, red	800 4 850
" superior	900 4 900
" white	1300
Marseilles	3750
Malaga, sweet and dry	61280
Catalonia	700 4 750
Cette	680 4 700
Sicilian	700
Santerre, per case, 12 bottles	80
Bordeaux, 1st quality, per cask	455
" 2nd	375
" Fagon	250
" superior in bottles	100
" 2nd quality	60 4 65
Champaign, superior, dozen	200 4 300
Muscatel	65
VERBA Paraguá, best	30 4 32
ZINCK—Duty, 5 per cent.	

EXPORTS.

FEATHERS.	
Ostrich, long black	17 4 18
" white	17 4 18
HAIR.	
Horse, short	38 4 43
" mixed	48 4 55
" long 18 to 24 in.	80 4 100
HIDE Cuttings, baled	32 4 33
HIDES.	
Matadero or saladero, fleshed, 27 to 28 lbs. pesada	50 4 54
Matadero, country, 25 to 30 lbs.	46 4 50
For Spain	44 4 45
" North America	43 4 44
Of all staks	40 4 46
Salted ox	39 4 46
" cow	33 4 34
Horse, salted	22 4 25
" dry	16 4 17
HORNS.	
Ox	600 4 700
Cow	200 4 250
JERKED Beef	38

SKINS.	
Calf, 3 to 12 lbs. per pesada	46 4 50
Chinchilla	none
Goat	19rs. silver
Nutra	none
Shoep, washed, fine and or dinary	32 4 35
Do. dirty, nominally	23 4 26
TALLOW.	
Matadero, raw	23
" Do. melted, 1st class, do.	34 4 35
" Do. pure, 2nd class, do.	29 4 30
Grease and tallow	23
WOOL.	
Ordinary, washed	26 4 34
" Do. dirty	14 4 15
Mestiza, washed	30 4 40
" Do. dirty	15 4 20
Fine, washed	49 4 60
" dirty	25 4 35
Articles of Home Consumption, the growth, pro- duce and manufacture of the Republic.	
BISCUIT, common	18
" fine	25
BRANDY, Mendoza and San Juan	12
CHARCOAL, load of 12 1/2 fanegas	230
CHEESE, Corrientes, arroba	40
FLOUR	18 4 20
FRUIT.	
Apples, dried	30
" Pigs	24
" Peaches with the stones, do.	25
" Do. without	20
" Pears	24
" Raisins, Mendoza	27
" Walnuts	40
GRAIN.	
Barley	34
Beans, native (porotos)	10 4 12
" from the interior	none
Maiz	30 4 38
Wheat, best quality	60
" 2nd	40
" inferior	20
GLUE	25
LIME, Cordova	100 4 105
" Do. Parana	30 4 32
OLIVES	35
POTATOES	8 4 10
SOLE Leather.	
Corrientes	2 4 2 6
Paraguay	3 4 3 2
Tucuman, ox, each (do.)	3 4 3 4
" Do. cow	3
TOBACCO, Paraguay, Villarica	33
Valles	30
TONGUES, salted	10
VERMICELLI	36
VERBA, Paraguay superior	55

HONEY MARKET.

EXCHANGE—England, per oz. 63 & 64s.	
" France, per oz. 82 1/2 & 83s.	
" Montevideo, par.	
" Rio Janeiro, 1 1/2 & 2 1/2 preta.	
" United States par.	
STOCK—Six per cent.	at par.
" Four per cent.	in proportion.
BULLION—Spanish Doubloons	303 4 304
" Patriot	3004 4 301
" Do. Dollars	19 1/2 4 19 1/2
" Spanish do. and 1/2	19 1/2 4 19 1/2
" Plata Macuquina	17
The highest rate of Exchange upon England during the week, 65s. per oz.	
The lowest, 63s. per oz.	
In currency, at 2 1/2 d. & 2 3/4 d. per dollar.	
The highest price of Doubloons during the week 304.	
The lowest 294 1/2.	
Permits for shipping specie, pre- mium per cent.	4 1

FREIGHTS.

DESTINATIONS.	DRY HIDES.	SALTED		TALLOW.	BALES.	JERKED BEEF.
		HIDES.	HIDES.			
Great Britain	£4 p. 2240 lbs.	45s. p. 2240 lbs	45s. p. 2240 lbs	45 lbs. p. 1000 k	Wool 30s. Hair 35s.	nominal.
France	80 fs. p. 900 k.	40 f. p. 1000 k.	45 fs. p. 1000 k	45 fs. p. 1000 k	60 fs. p. 42 ft.	nominal.
Continental	£4. per 2240 lbs.	£2. 5s.	none	none	£1. 10s.	nominal.
Cadiz	\$30 p. 2000 lbs & 10 p. cent.	\$6 p. 2000 lb.	none	none	\$4 1/2 per 40 ft.	2 rls. p. 100 nominal.
United States	\$10 per 2000 lbs.	\$6 p. 2000 lb.	none	none	none	7rs. p. 100 lbs.
Rio Janeiro	none	none	none	none	none	none
Havana	none	none	none	none	none	none

GEORGE THOMAS, Responsible Editor.