BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1190.) BUENOS AYRES, SATURDAY, JUNE 16, 1849. [*Established in* 1826.]

BUENOS AYRES.

THE scene enacted off Montevideo on the 2d of August, 1845, was, certainly, not of a character to make any public man over anxious to avow a participation in it. That Lord Palmerston, therefore, when interrogated with reference to the transaction, should have disclaimed any *solidarité* with the former minister, would have been perfectly just and natural. That, when necessitated to speak of the occurrence, he should, from a feeling of delicacy towards his predecessor or from a praiseworthy regard for the honour of his country, have refrained from stigmatising it as it deserved, would also have been quite in place and intelligible. And, when reluctantly compelled to enter into explanations, if, like the government of the day referring to the battle of Navarino, he had merely termed the affair "an untoward event," or, like Lord Howden at a later period alluding to the battle of Obligado, he had simply designated it as "a collision deeply to be regretted," we could have easily understood and fully appreciated his reserve. But that he should wholly misrepresent the transaction and in such a glaring manner as to almost aggravate the injury inflicted is to us utterly incomprehensible, unless, indeed, we adopt the hypothesis that his lordship followed strictly Mr. Ouseley's official version, and that that fatal diplomatist, ashamed of his proceeding and fearful of incurring the displeasure of H. M's. Government, unscrupulously garbled and distorted the circumstances connected with it in his despatches. This hypothesis, it must be confessed, is by no means unwarranted, as it is perfectly reconcilable with the system of deception which so long obtained in the River Plate. However, be this as it may, it is our duty to re-establish the facts, and this we will at once proceed to do without further comment, merely premising that we employ the words of our lamented predecessor.

We mentioned in our last that the Ministers of England and France, in consequence of the refusal of the Argentine Government to yield to certain preposterous demands, had asked for their passports and embarked for Montevideo. We then omitted to state the rumour which was current, that, during the pendency of the negotiations, those Ministers had ordered the Argentine squadron off Montevideo to be placed under restraint; for we could not conceive such bad faith possible in the representatives of two great nations, who had been so loud in their protestations of "peace and friendship." The fact, however, was accompanied by circumstances of the most arbitrary injustice and outrage. The Captains of the British ship *Curaçoa* and French frigate *Africaine* went on board the several vessels of the Argentine squadron and invoking instructions from their respective Ministers, intimated to the French and English volunteers, that they must cease to serve under the Argentine flag; the Captain of the *Africaine* stating to his countrymen, that, if in the event of a war between the combined powers and the Argentine Republic they should be taken prisoners, they would be shot. After this announcement he took French leave, and was followed by the Captain of the *Curaçoa*, the latter, however, observing the rules of urbanity.* Scandalous as was this proceeding, it is nothing in comparison with those which immediately ensued. It is understood that the Argentine Government, as soon as it learnt the humiliating position in which its squadron was placed, sent orders to Admiral Brown to withdraw. His departure, however, was opposed by the English and French naval forces; but it was intimated that on the return of the steamers which were expected from Buenos Ayres every impediment would be removed. The *Firebrand* and *Fulton* finally arrived on the 2nd inst, shortly after which Admiral Brown signalized his vessels to heave short their anchors, and after sufficient time had elapsed to allow the combined fleets to manifest their intention, without any objection having been intimated, he ordered the the squadron to get under way, which was immediately done by the *General San Martin*, the *Veinte Cinco de Mayo*, and the *Nueve de Julio*; the *General Echague* and the *Maypú* being rather tardy in the operation, from accident or restraint. As soon as this movement was perceived by the combined fleets, vessels were detached in pursuit, and several shot were fired at those of the Argentine squadron under way, one of which going through the stern of Admiral Brown's flag ship, he struck his colours, as did likewise the *Veinte Cinco* and the *Ninth of July*; and possession was immediately taken of them by the allies. Thus was the inglorious deed consummated; but as it did not appear infamous enough to its authors, a commission of Montevideo Riveristas was sent on board to tamper with the captured crews. To the honor of the latter, however, be it said, that with the exception of the greater part of the English and French volunteers, they remained faithful to their flag, spurning all the brilliant offers made to them for the purpose of shaking their allegiance. Admiral Brown, his officers, seamen and marines were then distributed between the two steamers for the purpose of being sent to Buenos Ayres; but before they were allowed to depart the Admiral and such of his officers as are natives of the United Kingdom were obliged to sign a pledge that they would not serve again during the contest. The steamers arrived here on the 6th, and as soon as the nature of their errand was ascertained, the expression of the deepest indignation could be read in the face of every honourable foreigner as well as of the natives in general. Still it was repressed; and English officers and seamen walked about as unconcernedly as if nothing had happened; and the whole French legation were as gay as ever the same evening at a tertulia at H. E.'s house. In what other country in the world would such forbearance be manifested—or such confidence placed in the ruling power?.....Admiral Brown, who came up in the *Fulton*, did not disembark till the 7th. He came on shore in a French boat, the French corvette *Coquette* saluting him with 15 guns on his leaving the *Fulton*. What cruel irony! The gallant veteran was received on his landing with loud cheers by a considerable crowd which had collected in spite of a pouring rain. His carriage was in waiting, to which he was conducted by the Captain of the Port, and in which he immediately proceeded to his Quinta.

[*British Packet*, Aug. 9, 1845.]

*We allude here especially to what took place on bord the "Maypú," for, after writing the above, we hear that the actors and the scenes were different on board the several vessels.

The following are extracts from the last English papers—

BRITISH FORCES IN THE RIVER PLATE.

A return recently presented to the House of Commons, on the motion of Mr. Cobden, gives the following as the amount of British naval force employed in the River Plate on the 30th June and 31st December in each of the six years from 1843:—

1843	June 7 ships,	mounting	119 guns,	with	1390	men
	Dec. 6 "	"	113 "	"	1300	"
1844	June 7 "	"	133 "	"	1532	"
	Dec. 4 "	"	54 "	"	686	"
1845	June 11 "	"	205 "	"	2092	"
	Dec. 13 "	& 4 tenders	253 "	"	2711	"
1846	June 16 "	& 3 tenders	270 "	"	2932	"
	Dec 11 "	& 3 tenders	221 "	"	2210	"
1847	June 12 "	& 3 tenders	228 "	"	2350	"
	Dec. 7 "	& 3 tenders	83 "	"	1028	"
1848	June 10 "	& 2 tenders	139 "	"	1489	"
	Nov. 6 "	& 2 tenders	66 "	"	878	"

The ships employed are from the fourth-rates downwards. The number of British troops landed at Montevideo between the 1st of July, 1845, and the 1st January, 1847, which is given in the above return, is stated at 626 in October, 1845; 815 in December, 1845, and January, 1846; 253 (marines) in July, 1846; 311 (marines) in August, 1846; and 384 (marines), (70 of these to replace others embarked) in November, 1846. The paper also includes a return of five Argentine vessels of war captured by the combined British and French squadrons during the years 1845 and 1846, two of which have been attached to the French, one to the British squadron, and the other two lent to the Montevidean Government.—*Willmer & Smith's European Times*, April 7.

ENGLAND.

The Government Navigation Bill has undergone a very material change since our last. In order that our readers may understand clearly the exact position of this important measure, we may here repeat that the principle of the Government plan for removing, with the least inconvenience, the present anomalies and restrictions on British shipping, was based upon a reserve right "to retaliate" upon those foreign nations, which, after the bill was in operation, refused to concede those advantages to our trade which we freely accorded to them. Mr. Gladstone, disapproving of this reserved right of retaliation, which he thought would involve our Government in perpetual disputes with foreign nations, had a pet scheme of his own to effect the object which the free-traders sought to accomplish, and the right honourable gentleman has now propounded his views. He proposed to divide the law into two branches; the one to apply to our foreign trade, and the other to embrace our colonial and coasting trade; and to make our bargain with foreign coutries "conditional" upon their granting equivalent advantages to our own. Mr. Bouverie had a third plan to secure reciprocity in a way which nearly all parties deemed impracticable—namely, by our restrictions being removed *after* a declaration that the British trade was exempt from similar restrictions in any foreign country. The "most favoured nation" clause rendered this impossible, and only 15 members supported Mr. Bouverie's amendment, whilst 132 voted for its rejection. We, therefore, dismiss his plan from further consideration; it will be seen that, after all, the pinch of this question was, what and how much we should give up to the Americans to induce them to make corresponding concessions. It was frankly avowed that if they would "give up all," namely, their coasting trade, even in return for our own colonial, and intercolonial, and coasting trade together, that in the end we should not be losers. But Mr. Gladstone and the free-traders have found that they were too sanguine. The last arrival from the United States shows that the Americans are quite averse to the project of giving up their coasting trade, precisely as we have all along intimated in the *European Times*. They ask us to give up the long voyage, for which they will give us in return the right of sending European and Asiatic produce in British ships to the United States from our shores; but what they propose to give us in return for our colonial trade does not appear. It is easy to anticipate the consequences of the refusal to the cabinet of Washington to ratify the promise held out to us last year by Mr. Bancroft, "if you will do all, we will do all," which we at the hazard of giving umbrage to many of our readers, stated distinctly would not be sanctioned by Congress. The idea of opening the coasting trade of the United States and the British islands to each nation respectively, must, therefore, be abandoned for the present. Mr. Labouchere, under the plea that the difficulties to which we alluded in our last number—respecting carrying duty paid tobacco, coastwise for instance—are found to be insuperable in practice, has withdrawn the whole of the clauses having reference to the coasting trade; and the Navigation Bill now stands in much the same position as it did last year as respects its actual provisions, but with a reduced majority in its favour in the House of Commons. Whether Mr. Gladstone has been influenced by the reported refusal of the Americans to yield up their coasting trade, which at once demolishes his "conditional" scheme, or whether he finds it otherwise impracticable, and likely to embarras the Government if pressed upon the Commons, certain it is that he has withdrawn his proposition, and, as might have been expected, the protectionist party have loudly ridiculed the signal failure of both the Government's and the "conditional" plans so far as they have been relinquished. The bill has gone through the Committee, and the third reading is fixed for an early day after the Easter recess. Another struggle will then take place. The Peelites, if there is such a party, or, at any rate that body which Mr. Gladstone represents *on this question* are now in unison with the Government; but the protectionists will muster their whole strength upon the next division, and if they increase or even maintain their large minority, the ultimate fate of the measure in the Upper House may be easily conjectured when it is remembered that the opinion of the Lords has been already expressed against the proposed alterations. Whether the Lords will attempt to modify and improve the bill, or whether they will throw it out altogether, will, as we have already said, depend upon the issue of the final contest in the House of Commons.—[*Ibid.*]

Chatham, March 23.

The Warspite, 50 guns, is daily expected to be brought forward for commission, to relieve the Raleigh, 50 guns, Commodore Sir Thomas Herbert, K.C.B., south-east coast of America.

FRANCE,

With some exceptional disturbances in the distant provinces, continues tranquil, and Louis Napoleon is proceeding in the surest path to maintain his position, by instantly suppressing domestic disorder, and by steadily avoiding any interference by force of arms in the affairs of the conterminous nations. Notwithstanding the excitement attempted to be created by the Red Republicans, upon the question of Piedmont, Louis Napoleon and his ministry, supported by all the rational men in France, set their faces against an armed intervention for the purpose of preventing, that which nobody contemplates, the dismemberment of Sardinia,—so that men of all parties in England consider that a great step has been made towards the pacification of the south of Europe, as the exemplary moderation of Austria gives a further guarantee that hostilities will not be resumed upon the question of the Lombard provinces. The proceedings of the National Assembly continue but of subordinate interest. The defeat of the Piedmontese and the abdication of Charles Albert have been communicated to them; but M. Thiers and others having explained pretty clearly that it will require 800,000 men to enable France to carry on a propagandist war, and that a war with Austria and Russia will be inevitable if France meddles by an armed intervention in Italian affairs; the Assembly, as well as the nation generally, entertain more prudent opinions than they did when Lamartine talked poetically of the treaties of 1815 being destroyed, and thus an almost universal desire to refrain from crossing the Alps is gaining ground amongst all classes. The Socialists form the chief exception: these seem incurable. In various parts of the country they still foment discord, and raise *emeutes*. Their cry is always for blood. "Money or blood." "Houses to burn, and rich to guillotine or hang." The local authorities are compelled to call in the aid of the military to put down these disorders. The different parties are now engaged in their respective electioneering proceedings. The Rue de Poitiers club have recommended a new ministry after the elections, formed of M. de Broglie, M. Molé, M. Thiers, General Bugeaud, M. de Montalembert, M. Passy, M. Leon Faucher, and M. Meruy, with M. Berryer as President of the Assembly. The mob-orators of the Socialists continue to excite the people by the most revolutionary language, but we believe that a vast majority of the French people will support the cause of order, and that a very small number of Socialists will be elected to the new chamber. At any rate the chiefs are got rid of for some time to come. M. Proudhon has been condemned by a jury for libelling the President of the Republic; M. Duchesne has shared the same fate, and the former has been sentenced to three years' imprisonment, and the latter to one year, with corresponding fines. We rejoice further to state that Barbès, Albert, Blanqui, Flotte, Sobrier, Raspail, Quentin, have been convicted at Bourges, and Barbès and Albert are sentenced to transportation for life; Blanqui to ten years' imprisonment; Sobrier to seven years; Raspail to six years; and Flotte and Quentin to five years' imprisonment each. General Courtais, Degré, Borme, Thomas, Vilain, and Larger have been acquitted, and are set at liberty. Caussidiere, Louis Blanc, Honneure, Lavison, Napoleon, Chancel, and Seigneuret, not having appeared, have been condemned *par contumace*, and have been sentenced to transportation. Hubert has been arrested, and will probably be tried at some future period. The removal of these pests of society will, we hope, tend to consolidate public tranquillity; but their cause is so desperate, and their party seek to accomplish their purposes by such atrocious means, that we are always prepared for some *attentat* similar to that which in the time of the Consulate was known by the name of "infernal machinations." The great body of the French people is, however, now sound in principle; and the prudent course pursued by Louis Napoleon tends to improve the condition of the country in almost every branch. The ministry, however, has only been able to carry a vote for a small pension to eighteen Prefects, who were removed at the time of the revolution last year, by a slender majority of 13, in a House of 713 members. In fact, the ministry requires to be materially strengthened.

Mr. Proudhon's journal has been again seized. This paper seems to set all Government at defiance. The Moderates are setting up a journal to counteract the Socialist principles so industriously circulated. All parties seem to be exclusively occupied in electioneering matters.—[*Ibid.*]

DENMARK AND THE DUCHIES.

We have received our Hamburg papers and correspondence of the 7th inst., which serve partly to explain the unaccountable manœuvre which the Danes made in sending two of their finest ships into a shallow and narrow harbour, and which ended with the loss of the two vessels. It appears that at the time when the Danish squadron engaged the strand batteries at Eckernforde, a detachment of Danish troops was landed at a place called Bulk, between the fortress of Friedricksort and Eckernforde. There

be no doubt but that the Danes intended marching their troops from Bulk to Eckernforde, for the purpose of attacking the townand batteries in the rear; but what with their want of management, and the precipitate and unseasonable cannonade of their ships, their plans were entirely defeated. Nor is their attempt to land, with no troops and marines on board, more intelligible than the manner in which they contrived to run their line-of-battle ship aground in a harbour in which they ought to have known the soundings. We understand that a body of 2,000 Danish troops was landed in the course of the day, but nothing has as yet transpired of their achievements, and the only intelligence which has reached us is, that a brigade of Saxon troops was ordered by the German officer in command, the Duke of Saxe-Cobourg-Gotha, to attack them.

The latest news from the scene of operations is that a slight skirmish has taken place between the Danish and German troops and that the Holstein infantry, aided by some field pieces, have taken Apenrade, which place was being fired upon by the Danish gun-boats.—[*Times*, 11th April.]

There has been another change in the nominal government of Montevideo. Young Muñoz has left the Ministry; San Vicente has been appointed to the War Department, and Zubillaga to that of Finance, Tages having declined this latter portfolio. The so-called Executive had invited the Notables to go into recess, but it appears that these worthies are not disposed to comply. Pacheco Obes, having been rejected by his former colleagues, has gone off to France with the avowed design of frustrating the Leprédour arrangements. The admiral, however, does not seem to have any apprehensions, for he continues to diminish his forces in the river, having latterly sent home the Adonis, the Alsacienne and the Malouine brigs of war.

We have perused Cadiz papers to the 17th of April. It is stated that the Count de Montemolin and about 40 of his followers were arrested by the French authorities, on the 6th, at Perpignan, when about to enter Spain to join Cabrera. This chieftain had lost his second in command, a very influential officer in Catalonia, who had been taken prisoner by surprise. It is not true that the King of Sardinia had gone to Paris. He had arrived in Spain and was proceeding to Portugal, where he had determined to fix his abode.

The Paris correspondent of the London *Morning Chronicle*, writing to that paper under date of the 10th of April, says—

The Committee of Finances heard the report of M. Sauvaire Barthélemy on a grant demanded for the affairs of the River Plate. The report is favourable to the grant, indicating that all subsidiary aid for Montevideo must cease after July next. After a short discussion, the report was adopted.

(*Morning Chronicle*, April 12.)

MARINE LIST.

PORT of BUENOS AYRES

June 9.—Wind S. W., at 9 30 a. m., changed to N. W., at 3 p. m. to N. E.

No arrivals or sailings.

June 10.—Wind N. W.

Sailed, Prussian barque Leopold, 271 tons, J. C. Holtz, for Boston, despatched by Zimmerman, Frazier & Co., with 3422 salted ox and cow hides, 6465 dry do. do., 3 bales horse hair, 6000 horns, 304 bales wool.

Belgian barque Ambiorix, 268 tons, Charles De Boninge, for Havana, despatched by Freyer Brothers, with 6020 quintals jerked beef, 120 boxes tallow, 150 hides for lining.

British brig Prince Albert, 185 tons, James Young, for Liverpool, despatched by Wilfrid Latham & Co., with 2000 salted ox and cow hides, 55,000 bones, 331 pipes and 175 boxes tallow.

June 11.—Wind N.

Arrived, Sardinian schooner Union, 51 tons, Luis Bonifoi, from Montevideo 7th inst., in ballast. Passengers.—34.

H. B. M. schooner Renira, Lieut. Lambert, from Montevideo 9th inst.

Sailed, British brig Wilton Wood, 243 tons, Henry Harrison, for Liverpool, despatched by James C. Thomson, with 3555 salted ox and cow hides, 2102 salted horse do., 202 bales wool, 153 pipes, 27 half pipes, 100 barrels, 273 boxes and 34 seroons tallow, 2700 shin bones.

June 12.—Wind S. W., in the afternoon changed to N.

Arrived, National brig Narcisa, 224 tons, Henry Valentin, from Antwerp 16 February Cadix 17th April, to George Rick & Co, with 12 boxes Cologne water, 5 casks and 80 boxes cheese, 50 bales brown paper, 50 boxes Rhenish wine 2 bundles consular documents, 75 casks tar, 394 blocks, 2 boxes leeches, 100 baskets gin, 125 lasts salt, 3 bundles sundries, 24 barrels vinegar 26 do. wine, 6 boxes silks, 1 do. rosin, 4 bales hats, 30 bags pepper, 40 do. rice, 3 rolls mats.

British barque Minstrel, 280 to 15 Richard Kelly, from Cadiz 17th April, to Hughes Brothers, with 160 lasts salt.

British schooner Timandra, 164 tons, John Tregarthen, from Cadiz 7th April, to Charles R. Horne, with 109½ lasts salt.

Hamburg brig Beseler, 233 tons, Paulsen, from Newcastle 27th March, to Louis Winter, with coal.

Brazilian brigantine Rio Grandense, 123 tons, Antonio Gomez Cardia, from Rio Janeiro 26th ult., to Juan da Costa Thimoteo & Sons, with 4 pipes vinegar, 16 do. aguardiente, 1 box leather, 360 bags rice, 300 do. fariña 20 do. coffee, 19 bags and 36 barrels starch, 55 boxes preserves, 12 barrels pork, 500 rolls tobacco, 150 tins crackers, 276 barrels sugar.

British brig Venilia, 203 tons, Henry Martin, from Liverpool 4th April, to Parlane, Macalister & Co.

Sailed, British barque Commodore, 258 tons, Thomas Asplet, for Liverpool, despatched by Edward Lumb & Co., with 3884 salted ox and cow hides, 5777 salted horse hides, 93 pipes 14 half pipes and 230 seroons tallow, 220 bales and 2 bags wool, 12 bales horse hair, 2770 horns.

British barque Rosalind, 305 tons, John Archer, for London, despatched by Nicholson Green & Co., with 76,000 bones, 30,000 horns, 11 barrels, 4 quarter casks, 77 seroons, 1059 boxes and 303 pipes tallow, 4080 salted horse hides, 28 bales and 51 bags wool, 13¾ tons ox hoofs, 1 bale horse hair.

H. B. M. schooner Renira, Lieut. Lambert, for Montevideo.

June 13.—Wind N.

Arrived, Brazilian sloop of war Berteoga, 22 guns, Captain Diego Ignacio Tavares, from Montevideo 7th inst.

Sailed, National brigantine General Rosas, 121 tons, Santiago Dasso, for Bahia Blanca and Patagonia, despatched by Maggiolo and Migoni, with 14 pipes aguardiente, 2 pipes and 30 quarter casks caña 2 pipes and 20 quarter casks red wine, 4 quarter casks sweet wine, 73 half tercios yerba, 30 barrels sugar, 40 baskets and 24 demijohns gin, 30 bags flour, 21 rolls tobacco, 4 boxes tea, 10 do. raisins, 1 seroon dried figs, 10 boxes and 6 bales dry goods, 2 dozen chairs, 2 boxes shoes, 13 bags fariña, 8 do. rice.

British barque Isabella, 221 tons, Samuel Herbert, for Liverpool, despatched by Phillips, Tomkinson & Co., with 5160 salted ox and cow hides, 228 salted horse hides, 74 pipes, 50 half pipes, 379 boxes and 21 seroons tallow, 218 bales wool, 4 do. sheep skins, 1 do. horse hair, 83,000 shin bones.

H. B. M. packet Spider, Lieut. James W. Tomlinson, for Montevideo and Rio Janeiro, with the mail for Falmouth.

June 14—Wind N.

Arrived, Sardinian lugger of war Fama, Lieut. Louis Orlandini, from Montevideo 12th inst. Passengers—101.

Sailed, Sardinian schooner Union, 51 tons, Louis Bonifoi, for Montevideo, in ballast.

Hamburg brig Conrad, 253 tons, J. H. Harms, for Valparaiso and California, despatched by Louis Winter, with 500 quintals jerked beef, 29 barrels salted tongues, 153 seroons and 1 box tobacco, 48 pipes red wine, 57 boxes do., 50 boxes vermicelli, 2 do. absynth, 90 do, and 18 jars oil, 20 quarter casks 10 boxes and 20 baskets gin, 100 boxes tallow candles, 221 barrels flour, 50 do. sugar, 1 box crude sugar, 1 do. matches, 9 do. clothing, 5 pipes and 30 quarter casks caña, 1 pipe aguardiente, 5½ pipes vinegar, 4¾ pipes sweet wine, 5½ do. white do., 15 arrobas dried peaches, 10 bags fariña, 1 bale paper, 1 tercio yerba, 4 boxes tea, 14 bags biscuit, 2 casks hardware, 28,000 cigars.

June 15.—Wind N.

Arrived, Danish brig Fortuna, 212 tons, M. Jacobsen, from Rio Janeiro 17th May, Bueco 13th inst., to Lezica & Co., with 174 barrels sugar, 7 boxes preserves, 50 bags rice, 34 crates earthenware, 532 bales brown paper, 86 bales and 23 boxes dry goods, 2 rolls tobacco, 17 bales domestics.

Dutch brigantine Maria Sophia, 196 tons, M. von Gysel, from Rotterdam 26th March, to Bunge, Bornefeld & Co., with 1108 boxes, 3 bales and 11 barrels merchandize, 20 pigs lead, 300 jars linseed oil, 12 bundles samples. 70 pipes, 1900 boxes, 600 baskets and 100 demijohns gin.

French barque Soleil, 228 tons, Rouvier, from Cette 16th April, to B. Herand.

British brig

Sailed, Spanish barque Federico, 313 tons, Mariano Mora, for Havana, despatched by Santamaria, Llambi and Cambaceres, with 5592 quintals jerked beef.

The following is the manifest of cargoes of the undermentioned vessels arrived last week, viz:

Jessie Miller, 270 tons coal.

Choice, 5 cases and 21 bales cloth, 6 bags harness, 230 boxes, 123 bales and 84 bundles cottons, 54 kegs and 1 bag nails, 3 boxes, 1 cask and 18 bundles steel, 75 sheets galvanised tin, 10 tons iron, 15 do. coals, 230 boxes tin, 1 iron safe, 38 boxes, 18 bales and 10 bundles merchandize, 21 boxes, 4 bales, 2 bundles and 29 casks hardware, 1 box, and 2 casks twine, 3 bales carpetting, 53 boxes, and 20 bales linens, 1 box cut glass, 2 do. si ks, 1 do. drugs, 1 do. clothing, 1 do. saddles, 3 boxes books, 3 do. stationery, 3 bales canvass, 1 box shawls.

Alexander, 124 bales, 238 boxes, and 127 bundles merchandize, 40 barrels and 67 boxes salt, 126 crates earthenware, 138 kegs nails, 17 boxes nails, 11 stoves, 40 tons coal, 402 flag stones, 20 drip stones, 24 grind stones, 10 hogsheads, 69 casks, 2 boxes and 12 bundles hardware, 10 half barrels powder, 1271 bars iron, 407 bundles do, 998 iron pots, 300 braziers, 4 iron boilers.

Light of the Harem, 159 bales, 224 boxes, 1 cask and 8 bundles merchandize, 598 iron pots, 10 half barrels powder, 75 barrels salt, 50 kegs pearl barley, 42 tons iron, 62 do. coal, 7 bundles domestics, 25 lbs. steel, 35 crates earthenware, 1 basket, 2 kegs and 33 casks hardware.

SHIPPING MEMORANDA.

SAILED FROM CADIZ.

April 14. British brig Amherst, D. Miller, for Buenos Ayres, with salt.

April 1, French ship Paraná, Garbe, (hence 28th January) for Havre.

» 2, Pronta, Ramon Ros, (hence 16th January) for Barcelona.

» 4, British brig Mercia, Bakers, for Buenos Ayres with salt.

» 5, Spanish polacre Lince, Isidro Maristany, for Barcelona with sugar.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	52
Sunday	58
Monday	59
Tuesday	59
Wednesday	54
Thursday	60
Friday	61

BIRTHS.

On the 8th inst., Mrs. William Daws, of a daughter.

On the 9th inst., Mrs. Richard Daws, of a son.

DIED.

On the 11th inst., Harriet, the beloved wife of Mr. Richard Daws, of this city. The deceased was an amiable and virtuous wife and much respected by all her friends.

On the same day, Arthur John, infant son of Mr. Richard Daws.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 15th inst.

National	8	1,541	tons
British	31	7,070	»
American	4	1,112	»
Danish	4	1,100	»
French	8	1,815	»
Hamburg	7	1,553	»
Spanish	7	1,294	»
Brazilian	10	1,926	»
Sardinian	12	1,959	»
Belgian	2	435	»
Portuguese	2	398	»
Swedish	4	1,044	»
Oldenburg	1	239	»
Lubeck	1	300	»
Hanoverian	1	160	»
Norwegian	1	310	»
Chilian	1	200	»
	104	22,456	

Advertisements.

Total Abstinence and Beneficial Society of Buenos Ayres.

The Members of this Society are hereby notified that a special meeting is ordered for Tuesday evening, the 19th inst, at 7 o'clock, at the Temperance Hall, for the purpose of establishing a News and Reading Room, in connection with the Society.

Notice.

Joseph W. Romano,

Chemist and Druggist, No. 30, San Martin Street, [opposite the Cathedral,]

Begs respectfully to inform his friends and the public, that he has received a fresh supply of Drugs, and has a complete assortment of every thing in the above line, which, together with strict attention and moderate charges, he hopes to give satisfaction to those who may honour him with their confidence.

Medical prescriptions dispensed with due care.

Medical chests fitted out.

Country orders executed with prompt despatch, and genuine drugs.

☞ Cloroform, pure, direct from England.

N. B.—Perfumery, scents of all descriptions for the toilet, lavender water, soaps, bears grease, macassar oil, nail and tooth brushes, marking ink, &c., as well as every other article in the line at moderate prices.

Notice.

Messrs. De Lisle Brothers & Co. have removed their house of business to No. 69 Calle Chacabuco, corner of Calle Santa Clara.

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

	Great Britain.	France.	Germany.	Italy.	Spain.	Havana.	United States.	Brazil.	TOTAL in May.	Total in Jan., Feb., March, & April.	Grand TOTAL.
Number of Vessels	18	3	8	1	5	4	13	6	58	212	270
Tonnage	3,917	629	1,553	213	1,041	862	3,956	867	12,138	46,389½	58,527½
ARTICLES.											
Beef, jerked, quintals						18,585		14,205	32,790	224,618½	257,408½
Do. preserved, tins											
Bones	439,800							50,000	489,800	882,400	1,371,400
Do. tons	72½								72½	280⅝	353⅛
Feathers—bales		3			8		5		16	16	32
Do. arrobas										15	15
Hair, bales	85	13	4				80		182	1,266	1,448
Do. seroons	103						23		126	480	606
Do. bags											
Hide cuttings, bales	10		95				5		110	1,900	2,010
Hides, ox and cow, salted	103,993	8,093	28,278		2,694		22,965		166,023	327,127	493,150
Do. do. dry	783	20,159	51,048	5,224	65,019	150	75,748	2,669	220,800	907,564	1,128,364
Do. horse do	3,800		250		1,400		788	1,867	8,105	6,292	14,397
Do. do. salted	12,079				128				12,207	40,028	60,235
Horns, ox and cow	52,800	14,300	15,150	1,000	14,000	2,000	65,500		164,750	750,846	915,596
Skins, calf, bales				2	8		18		28	284	312
Do. do. dozens					5½				5½	20	25½
Do. deer, bales							4		4	12	16
Do. do. dozens											
Do. goat, bales							7		7	55	62
Do. do. dozens											
Do. do. bundles											
Do. nutria, dozens											
Do. sheep, bales	17						136		153	1,329	1,482
Do. do. dozens											
Do. slunk calf bales				1	38				39	31	70
Do. do. dozens	77¼			2½			5		84½	275⅛	359⅝
Tallow, pipes	1,741	13½						25	1,779½	8,639⅞	10,419⅞
Do. boxes	4,680	70	10			70			4,230	16,760	20,990
Do. seroons	48								48	1,280	1,328
Wool, bales	704	81	127	102			2,199		3,213	11,380	14,593
Do. seroons	126		86				930		1,142	1,355	2,497
Do. arrobas											

MERCHANT VESSELS

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

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
March 27	Barque Sirena, Charles Amondsen	313	Nelson Hartwig	California.
March 18	Brigantine Virgin, Daniel Wasgatt	122	Vicente Casares and Sons	
May 1	Brigantine Francisco, Gregorio Gastaldi	125	Vicente Gianello	
" 18	Brig Margarita, John H. Jorjan	150	Thode & Co	Falmouth & the Coninent
June 2	Galliot San Martin, Hanschild	173	Bunge, Bornefeld and Co	Hamburg.
" 5	Barque Manuelita, Jacob Hugg	311	Nicholson, Green & Co	
" 7	Schooner Luisa, José Muratore	121	Carlos Galeano	Buceo.
" 12	Brig Narcisa, Henry Valentin	224	George Rick and Co	Antwerp.
	BRITISH.			
March 3	Brig Lydia, Thomas Gray	207	Chapeaurouge and Co	London.
" 21	Barque Syrophenician, William Grieves	389	John Best & Brothers	London.
" 25	Brig Regina, Joseph Blyth	237	Bayley Brothers	London.
" 26	Brig Anglo-Saxon, Edwin Tomlinson	196	Wilfrid Latham and Co	Havana.
April 2	Brig United, John P. Renouf	208	Barber & Orr	Falmouth & the Continent.
" 15	Barque Argentina, Morton	246	To order	
May 5	Brig Queen of the Tyne, Alexander Clark	192	Bayley Brothers	Liverpool.
" 9	Barque Indus, James Gibson	377	Santamaria, Llambi and Cambaceres	England.
" 9	Brig Plata, Richard B. Pringle	248	John Best and Brothers	Callao.
" 9	Brig Lady Mona, William Perkins	196	Nicholson, Green & Co	Liverpool.
" 9	Barque Fortitude, James Mitchell	251	Samuel Hesse	Liverpool.
" 12	Barque Mary Miller, George Hall	290	Nuttall & Co	England.
" 12	Barque Lancashire Witch, E. L. Browarigg	195	Bates, Stokes and Co	London.
" 13	Brigantine Shamrock, J. Trick	114	Samuel Hesse	Liverpool.
" 14	Barque Leopard, George Sbire	300	Edward Lumb & Co	Havana.
" 18	Brigantine Anglo American, Nelson Card	131	De Lisle, Brothers & Co	London.
" 22	Barque Passenger, Thomas Walker	300	Thompson and Co	Matanzas.
" 23	Brig Ariel, Richard Hannington	181	John Galt Smith and Co	Callao.
" 25	Emmanuel Boutcher, William Farmer	217	George Dowse	Liverpool.
" 25	Barque Sovereign, James R. Porritt	240	Hughes, Brothers	Buceo and Liverpool.
June 1	Brig Warrior, Henry Beynon	172	Ambrosio Lezica & Co	England
" 1	Brig Fortitude, William Rook	196	De Lisle, Brothers & Co	Liverpool.
" 2	Brig Golden Eagle, Henry Symons	181	Thomas Duguid and Co	
" 3	Brig Jessie Miller, David Thomas	382	John Best & Brothers	
" 4	Brigantine Choice, Abraham Ogier	177	Bates, Stokes & Co	
" 4	Brig Zuleika, Hugh Montgomery	197	Charles R. Horne	
" 6	Barque Alexander, Alexander Sutherland	269	Samuel Hesse	
" 6	Brgn. Light of the Harem, Josiah Stevenson	167	Phillips, Tomkinson and Co	
" 12	Barque Minstrel, Richard Kelly	280	Hughes Brothers	
" 12	Schooner Tumandra, John Tregarthen	164	To order	
" 12	Brig Venilia, Martin	200	Parlane, Macalister and Co	
	AMERICAN.			
May 27	Barque Mason Barney, J. B. Langston	240	Hayes and Co	New York.
" 31	Brig Colonel Howard, John A. Durkee	324	Zimmermann, Frazier & Co	
June 2	Barque Oceanus, James Green	242	Zimmermann, Frazier & Co	Boston.
" 7	Barque Chicora, 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	
" 31	Brig Johann Christoph, B. Jorjan	300	Otte, Rosenthal and Co	
June 8	Barque Waldemar, M. C. Schmidt	395	Louis Winter	
	FRENCH.			
February 1	Barque Jeune France, Pannier	318	Despuy	Havre.
" 24	Barque Sulum, Masset	227	Mathon, Raggio & Co	Havre.
" 28	Barque Henri et Louise, Hilaire Gautier	192	B. Herand	Cette.
May 9	Barque Guarani, F. Larché	234	E. Ochoa & Co	Havre.
" 13	Barque José, Schmidt	206	Thomas Rousso	Havre.
" 15	Barque Camoens, Drouaux	244	Llavallol and Sons	Do.
" 16	Barque Napoleon, Rabardy	227	J. B. Preig	Do.
" 18	Brig Frederic Eugenie, Peter Bronzon	167	B. Herand	Cette.
	SPANISH.			
April 15	Brig Manuel, Pedro Garcia	155	Zumaran and Tresorra	Spain.
" 16	Brig Ferrabanes, Santiago Montonegro	128	Pedro Alfaro	Do.
May 2	Barque Federico, Mariano Mora	318	Santa Maria, Llambi & Cambaceres	Havana.
" 9	Brigantine Procer, John Millet	148	Llavallol and Sons	Do.
June 2	Polacre Menagera, Jaime Millet	137	Llavallol and Sons	
" 3	Brig Ripa, Francisco Saloaga	167	Llavallol and Sons	
" 7	Brig Emprendedor, Juan Molina	244	Santa Maria, Llambi & Cambaceres	
	BRAZILIAN			
March 25	Barque America, Antonio P. da Costa	216	Manuel Acevedo Ramos	
" 27	Brig Dos Amigos, Francisco Antonio Pintos	134	José Coelho Meyrelles	Brazil.
May 15	Brig Cascudo, Joaquin Antonio Maya	227	Antonio Marques Mendoza	Brazil.
" 15	Brig Carcijoo, Jose Ferreira de Aranjo	245	Manuel Acevedo Ramos	
" 16	Brig Maria Rosa, Francisco Costa Carvalho	126	José Marquez Sousa	Bahia.
" 20	Bagan. Pelicano, Antonio Cardoso de Sousa	138	Juan Geronimo Martinez	
" 26	Brig Belisario, Manuel Silva Santos	232	Antonio Marquez Mendoza	Brazil.
June 2	Brig Venus, Luis Antonio Rodriguez	155	Manuel Acevedo Ramos	Do.
" 4	Barque Saudade, José Olivera Labitte	335	Antonio José Alves Pinto	
" 12	Brigantine Rio Grandense, A. G. Cardia	123	Juan da Costa Thimoteo	
	SARDINIAN.			
Feby. 8	Polacre Sommariva, Juan B. Richelmi	145	Llavallol and Sons	Brazil.
" 20	Brig Brazilero, José B. Fidanza	172	José Coelho Meyrelles	Brazil.
" 20	Schooner San Antonio, Benito Risso	51	Geronimo Risso	Not allowed entry.
" 20	Bombarda Constanza, Agustin Pagliano	40	To order	
" 25	Bombarda Jesus y Maria, Gaggino	46	To order	Do.
" 10	Polacre Innocenza, William Sartorio	234	Antonio Romaguera	Genoa
April 5	Polacre Revoco, Juan B. San Miguel	180	Pietranera, Piggio and Co	Genoa.
" 9	Polacre Pacchetto Felice, Juan B. Vila	165	Jacinto Caprile	Genoa.
" 9	Polacre Tevere, Bartolo Risso	195	Sivori T. Schiaffino	Do.
May 15	Barque Esperanza, Carlos Gastaldi	202	Jacinto Caprile	
" 18	Polacre Union, José Maria Costa	251	José Avegno	Do.
June 5	Barque S. Michele, Angel Cichero	281	Llavallol & Sons	
	HAMBURG.			
March 8	Barque Amphitrite, Johan J. Arends	216	Bunge, Bornefeld & Co	Boston.
May 9	Barque Antoinette, C. F. Nomens	220	Daniel Gowland & Co	Boston.
" 14	Barque Catharina, J. H. N. Lubau	232	Bunge, Bornefeld & Co	
" 15	Barque Adolph, Henry Reiners	248	Becher, Preuss & Co	California
" 16	Brig Wilhelmine, A. F. Bronsen	168	Zimmermann, Frazier & Co	Antwerp.
" 19	Barque Mercurius, Nicholas Suhr	226	Bunge, Bornefeld & Co.	
June 12	Brig Beseler, Paulsen	233	Louis Winter	
	SWEDISH.			
March 13	Brig Nancy, Nicholas Halmberg	245	Llavallol and Sons	Antwerp.
May 9	Ship Prinz Carl, John Tarras	399	Louis Chapeaurouge & Co	California.
June 2	Brig Pilgrim, Sjernberg	247	Silva and Co	New York
" 3	Schooner Gefion, Graff	160	Egg, Krutish and Co	
	BELGIAN.			
March 13	Brig Transit, Theodore Smit	214	Vicente Casares and Sons	Havana.
May 30	Brig Pauline, J. J. Hinrichsen	221	Zumaran and Treserra	
	PORTUGUESE.			
January 12	Barque Amazonas	203	José Coelho Meyrelles	Pacific
June 6	Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	
	OLDENBURG			
January 21	Brig Josua, John Secke	239	Becher, Preuss & Co	Havana.
	LUBECK.			
March 11	Barque Alma, H. Wulff	300	Louis Chapeaurouge & Co	Boston.
	HANOVERIAN.			
May 9	Brig Michael, H. Christoffers	160	Freyer Brothers	Antwerp
	NORWEGIAN.			
May 17	Barque Frein, P. J. O. Brechan	310	Charles R. Horne	
	CHILIAN.			
May 29	Brig Uruguay, Estevan Chiapparo	200	Diego Calvo & Sons	Rio Janeiro.

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Steamer Harpy, Lieut. Charles L. Waddilove.
FRENCH.—Barque Astrolabe, 18 guns, Commander Montravel.
BRAZILIAN.—Sloop of war Bertioga, 22 guns, Diego Ignacio Tavares.
SARDINIAN.—Brig Eridano, 14 guns, Capt. Paroldo.
Three masted schooner Fama, Lieut. Louis Orlandini.

For New York.
The very fast sailing A. 1. Danish Brig
Niord,
245 tons register,
A. Kauffmann, Master,
Has room for from 50 to 60 tons measurement, or the equivalent in dry hides, and will have quick despatch. She has excellent accommodations for passengers.
Application to be made to her Consignees Messrs. Thode and Co. or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle La Reconquista.
June 13, 1849.

Passengers Only.
The regular trader, and well-known A. 1. British built barque
Sovereign,
240 tons per register
James R. Porritt, Master,
Will leave during the present month, for a port in Great Britain, and has comfortable accommodations for cabin Passengers.
Apply to the Consignees Messrs. Hughes Brothers or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.
June 13, 1849.

Passage Only.
For London.
The very well-known, regular trader, fast sailing A. 1. British built barque
Mary Miller,
290 tons register,
George W. Hall, master,
Will have quick despatch, having nearly all her cargo engaged and going on board.
Her accommodations for passengers are excellent, and those wishing to profit of the opportunity, will please apply to the Consignees Messrs. Nuttall and Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.
June 13, 1849.

For Havre de Grace,
Passengers Only.
The very fast-sailing, new, coppered and copper fastened French packet barque
Guarani,
234 tons per register,
Capt. Felix Larché,
Has all her cargo engaged, and will have quick despatch.
This fine vessel has superior accommodations for passengers, both Cabin and steerage, and her Commander will exert himself to render the voyage an agreeable one.
Please apply to her Consignees Messrs. E. Ochoa & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.
June 13, 1849

For Falmouth & the Continent.
The fast-sailing A. 1. British built brig
United,
208 tons per register,
Capt. J. P. Renouf,
Will sail on or about the 20th inst, and can accommodate 3 or 4 cabin passengers comfortably.
Apply to the Consignees Messrs. Barber & Orr, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle La Reconquista.
June 13, 1849.

FOR LIVERPOOL,
Passage Only.
The very fast sailing, new, A. 1. British built brig
Lady Mona,
196 tons register,
William Perkins, Master.
Has all her cargo engaged and going on board, and will have very quick despatch. Her accommodation for passengers are excellent, and those wishing to profit of the conveyance will please apply to the Consignees Messrs. Nicholson Green and Co. or to
Charles R. Horne
Licensed Ship Broker
No. 55 calle la Reconquista.
June 13. 1849.

For London,
The very superior A. 1. clipper built brig,
Golden Eagle,
181 tons per register,
Henry Symons, Master,
Is a 12 year vessel, now on her first voyage, carries a very small cargo and sails remarkably well. She will have good despatch, and has room for from 50 to 80 pipes of tallow, a few salted hides and light freight as well as for cabin passengers, her accommodations being excellent.
Apply to the Consignees Messrs. Thomas Duguid and Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.
June 13, 1849.

For Liverpool,
Passage Only.
The well known barque
Lancashire Witch,
per register 195 tons,
Captain E. Brownrigg,
Will sail in about three weeks from this date, and can accommodate passengers, who will please apply to the Master at Mr. White's; to her consignees Messrs. Bates Stokes and Co. or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.
June 13, 1849.

Passage for Havana,
The remarkably fast sailing British brigantine
Shamrock,
114 tons register,
J. W. Trick, Master,
Will have quick despatch, and can take Cabin Passengers. Her accommodations are very good. Application to be made to the consignee Samuel Hesse, Esq., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, calle la Reconquista.
June 13, 1849.

Passengers Only.
For London.
The British barque
"Leopard,"
300 tons register,
George Sbire, commander,
Is classed A.I. at Lloyds' for 13 years, and only one year old, is acknowledged to be one of the fastest and finest vessels afloat, and has superior accommodations for passengers, early application is requested, several berths having been already engaged.
For further particulars please apply to the Consignees Mess. Edward Lumb & Co., or to
John Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.
June 16th, 1849.

For Liverpool,
The very superior British brig
ARIEL,
151 tons register,
Richard Hannington, Commander.
This little vessel is well known as beig one of the finest and fastest out of Liverpool, and has invariably delivered her cargoes in the best possible condition.
She has only disengaged room for a few tons of salted hides and light freight which can be received on board immediately.
For further particulars please apply to the consignees Messrs J. Galt Smith & Co., or to
John Higginbothom,
Licensed Ship Broker.
Calle San Martin, No. 20.
June 16th, 1849.

For Liverpool,
The very fast sailing A. 1. new British built brig
Warrior,
172 tons Register
Captain Henry Beynon
Is a very small carrier, and will have immedia te despatch, has only room for from 1000 to 2000 salted hides on freight, and can accommodate comfortably two or three cabin passengers. For terms of freight, or passage apply to her consignee Señor Don Ambrosio P. Lezica, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

For Liverpool
The remarkably fast sailing, regular trader, A. 1. British built brigantine
CHOICE,
by register 177 tons
Abraham Ogier, Master
Has already engaged nearly three fourths of her cargo, which she will shortly commence receiving on board, and being a very small carrier, will meet with quick despatch. For freight of the remainder, or for passage, her accommodations being excellent, apply to the consignees Messrs. Bates, Stokes and Co. or to
Charles R. Horne,
Licensed Ship Broker,
No. 55. calle la Reconquista.
June 13, 1849.

Passengers Only
For Valparaiio,
The fast sailing A. 1. British barque
"Passenger,"
280 tons register,
Walker, Commander,
Is chartered to sail for the above port in all this month and has superior accommodations for passengers.
For terms of passage please apply to the consignees Messrs. James C. Thompson & Co., or to
John Higginbothom,
Licensed Ship Broker.
Calle San Martin, No. 20.
June 16th, 1849.

For Boston.

The A. 1. 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 Passengers only.
FOR

Marseilles & Cette,

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 Bartelomy Herand, Esq., or to
John Higginbothom,
Licensed Ship Broker.
20, San Martin.

June 9, 1849,

For Antwerp.

The fine fast-sailing Hamburgh brig

"Wilhelmine,"

168 tons register, Capt. Brorsen,

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 Higginbothom,
Licensed Ship Rroker,
Calle San Martin, No. 20.

June 9, 1849.

To Let,

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

WHOLESALE PRICES CURRENT.

IMPORTS.

	Dols. rs.		Dols. rs.
ALE and Porter—Duty, 54 per cent.			
London .....per doz.	—	á	62
French and German, ...	—	á	50
ANCHOVIES—Duty 28 p. cent.			
Per keg.....	—	à	40
BEES WAX—Duty 19 p. cent.			
White, per lb.....	12	á	14
BIRDSEED.....	—	á	15
CANDLES—Duty, 19 per cent.			
Sperm .....per lb.	9	á	10
Stearine.....	—	á	8
CASSIA—Duty, 28 p. cent. p. lb	—	á	4 4
CARDS, Playing—Duty, 19 per cent.			
Spanish, fine .....doz.	—	à	34
» ordinary.....doz.	14	á	16
German.....per gross	150	á	200
Genoese	—	á	—
CANDLEWICK—Duty 28 per cent.			
American.....arroba	—	á	130
English.....	—	á	130
CHEESE—Duty 39 per cent.			
Dutch, round, of about 3 lbs., each, if sound.....	—	á	13
Do. cream, ...per lb.	—	á	4
English	—	á	6
CHUNO.....	—	á	45
CIDER—Duty. 39 per cent.	none.		
CLOVES—Duty, 28 per cent.	—	á	6
COALS—Duty, 5 per cent.			
Coarse ..... per ton on board	—	à	100
Blacksmith ..... do.	—	á	250
COCOA—Duty, 5 per cent.			
Brazil.....	—	á	150
Guayaquil	—	á	200
COD FISH—Duty, 28 per cent.			
Per drum of 100 lbs.....	—	á	130
COFFEE—Duty, 28 per cent.			
Havana.....quintal..	—	à	160
Brazil .....do.....	135	á	140
DEMIJOHNS—Empty, assorted, of 3, 4 and 5 gallons—Duty, 19 p. cent. each	—	á	9
DOMESTICS—Duty, 19 per cent.			
American brown shirting, 27 inches.....per yard			9rls
» Appleton do. 30 in. »	11½	á	11¾
» India Head do. 30 » »	11½	á	11¾
» Appleton do. 33 » »	—	á	13
» Do. sheetings 36 » »	—	á	14
» Brown drills..30 » »	—	á	13¾
» Tickings ..... »	23	á	24
Scotch Hessians	—	á	14
FARIÑA—Duty, 28 per cent.	—	á	12
FLOUR—Prohibited—Price on board for reexportation per barrel 5½$ Spanish.			
FRUITS—Duty, 28 per cent.			
Almonds, hard shell, unshelled, per arrrobe.....	—	á	25
Do. soft do.	—	à	40
Do. shelled .....do.....	—	à	100
Apples, dried .....per lb.	—	á	1 4
Currants.....	5	á	6
Figs, Malaga, in boxes.....	—	á	30
Hazel nuts.....	—	á	37
Prunes	—	á	35
Raisins, Malaga.....arroba	—	á	40
Walnuts.....do..	38	á	40
FIRECRACKERS, India—Duty 19 p. cent.			
Per gross.....	—	á	2
GLASS, Window—Duty 19 per cent.			
Box.....	—	à	120
Do.German, hollow, assorted, doz.	15	á	16
HAMS—Duty, 28 per cent.			
English, superior.....	—	à	3
American.....	—	à	2½
Westphalia.....	—	á	3 6
HONEY—Duty, 28 per cent.			
Per gallon.....	—	á	12
IRON—Duty, 5 per cent.			
English, per quintal.....	65	à	70
» hoop do.			
Swedish	none.		
LARD—Duty, 28 p. cent., p. lb.	none.		
LEAD—Duty, 19 per cent.			
Pig, per quintal.....	—	á	150
Sheet do.			
LEATHER—Duty, 19 per cent.			
Calf skins,. .....per doz.	—	á	550
Morocco, coloured.....do....	—	á	600
Patent leather.....	—	á	660
Sheep skin linings do.....	—	á	125
Do. do. Morocco.....	—	á	400
LUMBER—Duty, 5 per cent.			
American pine boards and plank, on shore.....per foot..	—	à	6½rs.
Baltic pine 28$ silver per 1000 feet on board.			
Pitch pine, 34$ silver per mil on board			
Swedish pine 25 á 28$ do. per do.			
MANDIOCA.....	—	á	35
MATS—Spanish, duty 19 p. cent per doz.....	—	á	150
MATTING—Duty, 19 per cent.			
Spanish, per piece.....	—	á	200
India, per yard, 4, 5, 6¼.....	5	á	7
MOLASSES—Duty, 28 per cent.			
Per gallon.....	—	á	6
NAILS—American, cut, per ql.	—	á	200
NAVAL STORES.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass and duck 19 per cent.			
Canvass—American, per yard	—	á	4
» English, No. 1 to 6 piece	—	á	200
» German.....	—	á	—
» Russian, best quality	250	á	260
» Do. 2nd do....	170	á	180
Cordage—coir, per quintal.....	—	á	180
» Manilla do.	—	á	300
» Russian do.	180	á	200
Duck—English	—	á	110
» German	120	á	130
» Russian	140	á	150
Pitch—American.....barrel..	—	á	50
» Swedish	none.		
Rosin.....	35	á	40
Tar—American	—	á	80
» Swedish	—	à	100
Oakum, quintal.....	—	à	270
OILS—Duty, 28 per cent.			
Olive—Spanish, in casks, p. arr.	—	á	60
» » in jars of ½ arroba each....	—	á	28
» Genoese, in casks	—	á	60
» » refined in bottles	—	á	70
» French	—	á	85
OLIVES—Duty 28 per cent.			
Seville, in kegs.... .....each	—	á	50
Malaga .....keg	—	á	40
PAINTS—Duty, 19 per cent.			
Linseed oil, in casks, per gallon	—	á	25
» in tins or jars p. gal.	—	á	25
Turpentine in tins, per gallon..	—	á	20
White lead dry.	—	á	—
Paints in oil, assorted colours, lb.	10	á	11rs
PAPER—Duty, 19 per cent.			
American, straw.....	—	á	8
Spanish, florete, superior..ream	—	á	40
» ½ do.	—	á	34
» linen for segars.....	—	á	40
Genoese, florete	—	á	34
» ½ do.	—	á	29
Wrapping, large size, Genoese	—	à	24
» medium.....	—	á	17
» small	—	á	13
Letter paper, blue.....	—	á	30
» white.....	—	á	36
PEAS—Duty, 28 per cent.			
Spanish, (garbanzos).....	—	á	32
PEPPER—Duty, 28 per cent.			
Black ..... per arroba	—	à	60
Chile, red..... do.	—	á	75
Spanish, red..... do.	—	á	90
Do. sweet	—	á	90
RICE—Duty, 12 per cent.			
Carolina..... ....per arroba	—	á	30
Brazil.....do ...	—	á	22
Piedmont.....do...	—	á	25
SALT—Duty, 1 dol. per fanega	8 rs. silver		
Cadiz & St. Ubes on board do.			
Cape de Verd			
Table, fine ..... arrobe	—	á	8
SALTPETRE—Duty, 5 per cent.			
SOAP—Duty, 19 per cent.			
Spanish.....per arrobe	45	á	50
Marseilles.....do.....	—	á	45
American, yellow .....do....	28	á	30
English .....do....	28	á	30
SPIRITS—Duty, 39 per cent.			
Brandy, Spanish, 34 á 35 deg.	—	á	1650
» French	—	á	1600
» Aniseed 28 deg.....	—	á	1650
» from the Baltic 34 á 35	—	á	1400
Gin, German in pipes, 20 deg.	—	á	1200
» in cases and baskets of 1 dozen jars.....	—	á	42
» in demijohns of 1 gallon	—	á	10
» in do. of 3 gallons ..	—	á	27
Rum, New England, 140 gals.	—	á	1170
» Havana, (caña) 20 deg. 128 gallons.....	—	á	1050
» Rio Janeiro do. do. ..	—	á	1050
STARCH, Wheat—Duty, 28 per cent.			
Per arrobe	—	á	32
SUGAR—Duty, 28 per cent.			
Loaf .....per arrobe	—	á	53
Crushed, refined.....do....	—	á	53
Havana, white.....do....	—	á	38 4
» brown .....do....	—	à	32
Rio Janeiro, white campos do. new	none		
» brown.....do....	—	—	
» dark brown do....	—	—	
Pernambuco, white ....do....	—	á	35
» brown ....do....	—	á	30
Santos, white,.... old 30, new	33	à	34
» brown .....do....	—	á	29
Reconcavo.....	none.		
TEA—Duty, 28 per cent.			
Gunpowder and Imperial, per lb.	12	á	15
Hyson .....do..	—	à	6
Pouchong, superior.....do..	10	á	15
Do. inferior.... .....do..	4	á	6
Orange Pekoe .....do..	—	à	15
TOBACCO—Duty, 39 per cent.			
Bahia, leaf.....per arrobe	—	á	45
Brazil, black superior...do....	—	á	130
Cavendish, 1st quality...do....	90	á	100
Do. inferior .....do....	no demand		
Maryland, leaf.....quintal	120	à	140
Cigars, Hamburg	—	á	250
» Havana	300	á	400
» Regalia	—	á	700
TWINE.			
English..... ....per quintal	—	á	600
India .....do....	—	á	340
Spanish.....do....	500	á	400
VERMICELLI—Duty, 54 per cent.			
Genoese, assorted....per arrobe	—	á	50
Spanish do. .....do....	—	á	50
VINEGAR—Duty, 39 per cent.			
French, refined double, per pipe	—	á	1000
Spanish .....do.....do..	—	á	1000
WINES—Duty, 39 per cent.			
Port .....per pipe	—	á	4000
» bottles.....per dozen	—	á	200
Lisbon, or Figueira, red.....	—	á	750
» superior	850	à	900
» white.....	—	á	1300
Marseilles	—	à	650
Malaga, sweet and dry.....	—	á	1280
Catalonia	—	á	760
Cette	—	à	640
Sicilian	—	á	640
Santerne, per case, 12 bottles	—	á	80
Bordeaux, 1st quality, per cask	—	á	455
» 2nd »	—	á	375
» Façon	—	á	300
» superior in bottles ..	—	á	100
» 2nd quality.....	60	á	65
Champaign, superior, dozen....	200	á	300
Muscatel.....	—	á	65
YERBA Parnaguá, best	30	à	32
ZINCK—Duty, 5 per cent.			

EXPORTS.

FEATHERS.			
Ostrich, long black.....lb..	8	á	9
» white.....do..	17	á	18
HAIR.			
Horse, short.....arroba	38	á	43
» mixed.. ....do..	48	á	55
» long 18 to 24 in...do..	80	á	100
HIDE Cuttings, baled...quintal	32	á	33
HIDES.			
Matadero or saladero, fleshed, 27 to 28 lbs.....pesada	50	á	54
Matadero, country, 25 to 30 lbs.	46	á	50
For Spain.....	44	á	45
» North America	43	á	44
Of all stake.....	40	á	46
Salted ox..	39	á	46
» cow.....	33	á	34
Horse, salted.....	22	á	25
» dry	16	á	17
HORNS.			
Ox.....thousand	600	á	700
Cow.....do...	200	á	250
JERKED Beef.....quintal	—	á	38
SKINS.			
Calf, 3 to 12 lbs. per pesada....	46	à	50
Chinchilla.....	none		
Goat .....—	á	19rs. silv	
Nutria.....	none		
Sheep, washed, fine and ordinary..... .....dozen	32	á	35
Do. dirty, nominally....do..	23	á	26
TALLOW.			
Matadero, raw.....arroba	—	á	23
Do. melted, 1st class, do.	34	á	35
Do. pure, 2nd class, do.	29	á	30
Grease and tallow..... do.	29	à	30
WOOL.			
Ordinary, washed.....arroba	28	á	34
Do. dirty.....do..	14	á	15
Mestiza, washed.....do..	30	á	40
Do. dirty.....do..	15	á	20
Fine, washed.....do..	40	á	60
» dirty.....do..	25	á	35

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

BISCUIT, common.....arroba	—	á	18
» fine.....do..	—	á	25
BRANDY, Mendoza and San Juan.....per barrel (silver)	—	á	12
CHARCOAL load of 12½ fanegas	—	á	230
CHEESE, Corrientes, arrobe	—	á	30
FLOUR .....arroba	18	á	20
FRUIT.			
Apples, dried .....arroba	—	á	30
Figs » Mendoza....do..	—	á	24
Peaches » with the stones, do..	—	á	25
Do. » without.....do..	—	á	30
Pears »..... do..	—	á	24
Raisins, Mendoza.....do..	—	á	27
Walnuts .....do..	—	á	40
GRAIN.			
Barley.....fanega	—	á	34
Beans, native (porotos)...arroba	10	á	12
» from the interior.....	none		
Maiz .....fanega	30	á	38
Wheat, best quality .....do..	—	á	60
» 2nd » .....do..	—	á	40
» inferior .....do..	—	á	20
GLUE .....arroba	—	á	25
LIME, Cordova.....fanega	100	á	105
Do. Paraná.....do..	30	á	32
OLIVES.....arroba	—	á	35
POTATOES .....arroba	8	à	10
SOLE Leather.			
Corrientes.....	2 4á		2 6
Paraguay.....each, (silver)	3	á	3 2
Tucuman, ox, each .....(do)..	—	á	3 4
Do. cow » .....(do)..	—	á	2
TOBACCO, Paraguay, Villarica	—	á	33
Valles.....	—	à	30
TONGUES, salted.....dozen	—	á	10
VERMICELLI.....arroba	—	á	36
YERBA, Paraguay superior...	—	à	55

MONEY MARKET.

EXCHANGE—England, per oz.	—	à	63s.
» France, per oz.	—	á	82f.
» Montevideo, par.	a ½ p. prem.		
» Rio Janeiro, 2	á	2½	p. prem.
» United States			par.
STOCK—Six per cent.....			at par.
» Four per cent.....			in proportion.
BULLION—Spanish Doubloons	309	á	310
» Patriot.....do....	305½	á	306
» Do. Dollars....	—	á	19¼
» Spanish do. and Patacones....	19½	á	19¾
» Plata Macuquina..	—	á	17½

The highest rate of Exchange upon England during the week, 63s. 6d. per oz.

The lowest, 63s. per oz.

In currency, at 2 1/32 d. per dollar.

The highest price of Doubloons during the week 310.

The lowest, 299.

Permits for shipping specie, premium per cent..... 1 á 1½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain	£4 p. 2240 lbs.	45s.p.2240 lbs	In box.45s. In pipes 47s. 6d. } p.2240lbs	Wool 30s. Hair 35s.	nominal.
France	80 fs. p. 900 k.	40 f. p. 1000 k.	45 fs.p.1000 k	60 fs. p. 42 ft.	
Continent.....	£4. per 2240 lbs.	£2. 5s.	....none....	£1. 10s.	nominal.
Cadiz.....	$30 p.2000 lbs & 10 p. cent.				
United States...	$10 per 2000 lbs.	$6 p.2000 lb.	....none....	$4½ per 40 ft.	.....
Rio Janeiro.....	....none....	....none....	....none....	....none....	2 rls. p. 100 nominal.
Havana.....	....none....	....none....	....none....	....none....	7rs. p. 100 lbs.

George Thomas, Responsible Editor.