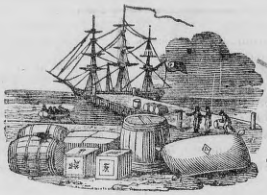


BRITISH PACKET



AND ARGENTINE NEWS.

(No. 1191.)

BUENOS AYRES, SATURDAY, JUNE 23, 1849.

[Established in 1826.]

BUENOS AYRES.

The House of Representatives has voted an address to H. E. the Governor in reply to his last annual message. It is a very lengthy but well-written document, embracing a full review of every important topic touched upon in that memorable *exposé* of the state of the affairs of the Republic in general and of the Province in particular. In the course of the discussion several interesting speeches were delivered, of great pith and eloquence. We will endeavour to give some extracts in a future number. In the meantime we deem it proper to inform our readers at home that the Governor's recommendation to resume the payment of five thousand dollars a month on account of the dividends of the English loan has met with the full approval of the House.

We would advise such of our readers as are preparing to go to California not to be in too great a hurry, as there is a prospect of finding "diggings" nearer home. An *Enterrios* journal announces the recent discovery of three gold mines at Santo Tomé in the province of Misiones, now under the jurisdiction of Corrientes. More than an ounce of the precious metal of twenty-two and a half carats is stated to have been extracted from two arrobas of earth taken from one of these mines.

The intimation of the intrusive government of Montevideo to the so-called Notables to relinquish their post, called forth some expressions of angry feeling in that body on the 6th inst., to such a degree, it would appear, that an open rupture between those most great powers is not at all unlikely.

According to the last accounts from Rio Grande the mercantile community in that city had been greatly alarmed by the discovery that a large quantity of counterfeit doubloons had been thrown into circulation there.

The American steamer *Sa Croix*, bound from Rio Janeiro for California, went down on the day following her departure thence (the 22d ult.) at 2 A. M., about 9 leagues distance from Marambaia. The crew had barely time to take to the boats, in which they arrived safe at Mangarativa in the afternoon of the same day.

The following are additional extracts from the last London papers—

[From the *Daily News*, of April 9.]

VISIT OF THE ENGLISH TO PARIS.

The committee of the English party, brought over to Paris, waited on Saturday on the minister of the interior. To an address made by the secretary, and in which he described the party as a deputation of merchants, magistrates, and citizens of different towns in England desirous of cultivating friendly relations with the French nation, the minister replied in English that it was not necessary for the visitors to have an official character in order to obtain a cordial reception. He had, he said, visited the principal establishments of England, and could appreciate the importance of the interests represented. He added that he was sincerely desirous to see established more and more between France and England the sympathy so important to the interests of the two nations and to civilization.

The minister of public works has given orders for all the national chateaux and reserved parks to be open to the visit of the English party who arrived on Thursday.

Turia, April 4.
Intelligence has been received from Genoa to the 2nd inst. After a murderous struggle between the troops and the people, which lasted the whole day, General Asarta, the govern-

nor, capitulated. The military were allowed to march out of the town with the honours of war. No troops remained in Genoa. On the 1st inst. the insurgents brought cannon to batter the arsenal, which is situated at the bottom of the port, and detached from the town. The struggle continued throughout the day, without any definitive result at the departure of the mail. Cannon were also brought to bear on the fort of San Spirito, where there was another attack. Gen. La Marmora, who had left Parma with his division on the 28th ult., was expected to be before Genoa on the 2nd inst.

On the arrival of the intelligence at Turin of the insurrection at Genoa, vigorous measures for its repression were adopted. The brigade of Savoy, the most effective of the Piedmontese army, marched for Genoa on the morning of the 5th inst., to co-operate with the division under General La Marmora; eight battalions of artillery were also despatched, as well as the regiment of *Pignone*.

At Turin the inquiry respecting General Ramorino had commenced. A royal ordinance, dated the 3rd, declared Genoa in a state of siege, and appointed General La Marmora to the command of the place, with all authority civil and military.

The cabinet had published a proclamation, exhorting all good citizens to rally round the throne.

Paris, April 8.

Notwithstanding the reports of the slight intensity and prevalence of the cholera, much alarm prevails respecting it in Paris, several persons of note having already died of it; this fact alone is sufficient to explain the public uneasiness. Fifteen members of the Assembly are said to have been attacked, five of whom are already reported dead. Several cases of death by the epidemic among the upper classes have also been reported. Among the representatives attacked by cholera is stated to-day the name of M. Payer, formerly secretary to M. de Lamartine.

The report of the cholera states that after having increased from the 3rd to the 5th, it diminished from the 5th to the 7th. On the 4th and 5th eighty-nine new cases occurred in the Salpêtrière; on the 6th and 7th the number was only 75. The total number of cases which had occurred in the hospitals up to last evening was 1,150, of which 667 died. Of this number very nearly the half were in the Salpêtrière. The total number of new cases within the last four days has been 296, being at the rate of about 74 cases per day.

[From the *Daily News*, of April 10.]

LOMBARDY.

The *Milan Gazette*, of the 3rd inst., gives the following account of the suppression of the revolt at Brescia: "Our readers know that the town of Brescia, profiting by the weakness of the garrison to revolt against the emperor, had composed a provisional government and a committee of defence. The Austrian officers of the citadel, who had entered the town to concert with the local authorities, were ill-treated and retained by the inhabitants, and carriages containing ladies were stopped by armed men; in fact, outrages worthy of savages were committed. Small detachments were sent from Verona and Mantua against Brescia, in order to preserve that town from the anarchy fomented by the Canozzi and the Raimonds. Gen. Haynau, thinking it necessary to act with promptitude to prevent similar excesses in other places, left his head-quarters at Padua in the hope of being able by his presence to re-establish tranquillity. On the 30th of March he was before Brescia with 3,200 men and six pieces of cannon. He offered an arrangement to the inhabitants, giving them two hours for capitulation. At the expiration of this delay he waited two hours more, but, instead of a submission, he heard the tocsin sounded. It was, therefore, necessary to commence hostilities. The result was favourable to the good cause. The general divided his small force into two detachments, each of which was to attack one of the gates of the town. The guns of the citadel commenced the work of destruction and death. The attack was terrible, and the defence was worthy of a better cause. Every house was carried by assault. On the 1st of April the victory was decided. The Austrian troops had fought with heroism, all assistance to them was vain. We cannot state precisely the amount of our loss; but more than one brave warrior has fallen as a hero for the emperor and

the country; to mislead the people, the leaders of the revolt had published forged bulletins of Chranzowski announcing that the Piedmontese had been victorious.

The *Opinione* of Turin of the 5th announces the taking of Brescia. According to this account, which, however, is evidently an exaggeration, Brescia, containing 35,000 inhabitants, is a heap of ruins. The town was covered with barricades rising to the second stories. They were taken at the point of the bayonet after a fearful struggle. Every inch of ground was disputed with rage. The massacre was great on either side. One general has had his leg amputated, a colonel has been killed, and many officers have fallen. The account in the *Opinione* states that the victors began to pillage and commit excesses of every kind. The inhabitants who had survived the carnage entrenched themselves in the houses, they were set on fire, and all perished in the flames. Never since 1542, when Brescia was taken by assault by the French, under the orders of Gaston de Foix, has a similar disaster been witnessed. The victor, adds the account, has imposed a contribution of six millions upon this heap of ruins, which once was a town. Como, on hearing of the fall of Brescia, laid down its arms. Bergamo, after a combat of several days, capitulated, and was condemned to a contribution of two millions.

[From the *Daily News*, of April 11.]

DENMARK AND THE DUCHES.

We have received our Hamburg papers and correspondence of the 8th inst. We learn from them that on the 8th inst. two skirmishes took place in the Sundewitt, between the Germans and the Danes, though without a definitive result for either party.

Hamburg, April 9.

Last night's train did not bring any news from the seat of war, except that a Danish steamer had got into the port of Eckernforde with a flag of truce, to ascertain the name of the vessel blown up on the 5th inst., the number of prisoners, &c. After having received proper answers to those inquiries she went back to sea. The prisoners amount to 611, including 40 officers. Considering the Christian VIII. was an 84 line-of-battle ship, and the *Gefion* being a 42 gunfrigate, they must have mustered together, if completely manned, more than double that number; consequently the loss of life is no doubt much larger than was supposed at first. Their plan was, as now stated, to bombard the town, and when that job was done, to go round to Kiel and arrive that town the same, for which pious work Good Friday was fixed. At the same time troops from the transports were to be landed near Bulk, which is situated at about an equal distance from both towns. But, in consequence of the disaster, the latter part of the combined plan was not executed. People who were at Kiel on Friday say the town was quite deserted, and no conveyance to be had either for love or money, every one going to Eckernforde. The road, they say, looked like a crowded promenade. Those who were not so fortunate as to get a seat on a vehicle or animal of some sort, girded their loins and went on foot, though the distance is about twenty English miles. The *Gefion* was, according to these promenaders, moved into the inner port, the guns, &c., taken on shore, for the purpose of examining what damage she had suffered, and repairing her if advisable.

A regiment of Prussian infantry arrived yesterday from Berlin, and marched out at five o'clock this morning, to be forwarded by an extra train from Altona to the north. They carry percussion muskets, as most of the Prussian infantry I lately observed do.

By this morning's train I learn that 611 prisoners were sent from Eckernforde to Rendsburg; to what number the wounded, the sick, and those who remained behind for other reasons amounted to is not mentioned.

The town of Hadersleben was evacuated by the Danes the day before yesterday, and taken possession of by the Germans.

From Flensburg they write, under yesterday's date, that the day before two skirmishes took place off the Sundewitt peninsula; one near Uderup, and the other near Sattrup. The German troops engaged, consisting of several battalions of Hanoverians [the Goslar riflemen amongst them] and the Badensers, mustering together about 5000 men, while the Danes had about double that number. The fighting was very hard, but without important results. There were, however, some Danish taken pri-

soners, and amongst them two officers. Other casualties are not stated.

At Altona they are expecting the Eckernforde prisoners. Such sick soldiers as could be removed from the hospitals near the seat of war in Schleswig were sent there last week and the week before. Our neighbouring town is making heavy sacrifices in the common cause, besides the injury done to its trade in various ways. As far as the latter goes, our city and all the commercial places of Germany are fellowsuffers, particularly sea-port-towns. I need not add that England is materially injured, though in an indirect way, by this unfortunate war; and until it broke out again we flattered ourselves that she would have sufficient influence upon Denmark to prevent it.

Letters arrived from Copenhagen yesterday contradict the report given by a newspaper that captured German merchant vessels had been brought up there.

ENGLISH VISITORS TO PARIS.

The party of English visiting Paris received on Saturday an augmentation, which raises their number to upwards of 500. They are highly gratified at the way they are received in all parts of Paris, and by all classes of people. The officers of the National Guards have waited upon the committee to offer an entertainment, or any demonstration most agreeable to them. Mr. Loyd, the chairman of the committee, in acknowledging this liberal manifestation of good feeling, explained to the officers that however sensible the English party now visiting Paris together were of the politeness of the national guards, he did not wish that they should have any misconception of the nature of their trip, or the composition of the party, which, he said, were clothed with no official pretensions whatever to a public reception. The officers particularly wished to know if any members of the Hon. Artillery Company were of the party, as they hoped to have an opportunity of showing their grateful acknowledgments for the banquet and review which was got up by that body in honour of their visit to London last year. The Artillery Company may, therefore, be assured of a brilliant reception should they be encouraged by this hint to form an excursion party to Paris. Institutions of all kinds are thrown open to this party on the slightest glimpse of the rosettes worn by the committee, or of the passe-cards. The Prefect of the Seine, who had written to Mr. Loyd, in London, apprising him that the English would meet with a cordial reception, gave an audience yesterday, by appointment, to twenty-five of the party, selected by the committee to form with themselves a deputation to the Hotel de Ville. They were most kindly received by the prefect, and Mr. Loyd, at their head, read an address which he had written for the occasion. The address was in English, but was read to the prefect in French, who frequently expressed his entire acquiescence in its tone and language. It stated that the gentlemen composing the deputation from the five hundred visitors came from nearly as many different large towns in England, Scotland, and Wales, but all united in one heart and mind to manifest their desire and earnest prayer, that from henceforth all national prejudices and animosities may cease, and that the bond of friendship now so auspiciously sealed might last for ever. It stated that this sentiment was universal in Great Britain in all classes, especially in that which formed the present party, viz. the middle one. Had they, said the address, borne titles or laid claim to any official character, the reception given them at Boulogne and Amiens could not have been on a more splendid scale. The address dwelt upon the sense entertained by the party of the invaluable nature of international friendship, and similar interchanges of good feeling, and observed that the interests of civilisation and the happiness of Europe were thereby promoted. It concluded by earnestly inviting Frenchmen to reciprocate this visit, and keep bright the chain of friendship. M. Berger made an eloquent and feeling reply. He said that henceforth Frenchmen would only strive to outdo Englishmen in reciprocating kindly feelings and good offices. He was delighted, he said, to see the present deputation, and begged Mr. Loyd to convey to the whole party now in Paris an invitation to a *soirée*, on Wednesday evening, at the Hotel de Ville, when he should have the happiness of joining them in drinking to the health of their gracious sovereign Queen Victoria. This fine spirited declaration from the chief magistrate of

a republican metropolis, so lately rife with declamations against princes and thrones, greatly excited the enthusiasm of the deputation, who retired deeply impressed with the language of the prefect.

A sovrá, or raout, the term applied in the announcement, was to be given to the English party on Tuesday evening in the new saloons of the Hotel des Princes. It is got up by subscription of 10 francs each. Tickets are delivered at Rue Richelieu, No. 97.

MARINE LIST.

PORT OF BUENOS AYRES

June 15.—Wind N.

Arrived, British brig Amherst, 169 tons, David Millar, from Cadiz 14th April, to Charles R. Horne, with 536 cahices salt.

French barque Soleil, 228 tons, Rouvier, from Certe 14th April, to B. Herand, with 16 pipes and 8 half pipes aguardiente, 401 pipes, 140 boxes & 40 quarter casks red wine, 130 boxes frontignan do, 25 do. pickles, 58 do. brandy, 48 do. aniseed, 50 do. oil, 6 bales brown paper, 7 boxes dry goods, 10,000 kilograms salt, 3 boxes cloth.

June 16.—Wind S. W.

Arrived, National brig General Belgrano, 302 tons, Juan Garrido, from London 6th April, Salt Island 2d May, to Santamaría, Llambit and Cambaceres, with 43 bundles machinery, 4,000 bricks, 30 casks Roman cement, 100 tons coal, 450 bundles iron hoop, 46 dozen spades, 6 boxes merchandise, 100 moyer salt.

French barque Coriolan, 219 tons, Pertus, from Bordeaux 9th April, to Thomas Rouse, with 76 pipes spirits, 8 boxes mustard, 6 do. pickles, 1 bundle dried fish, 69 boxes preserves, 1 do. picklers, 18 barrels vinegar, 45 do. liquors, 300 baskets anise, 2 boxes straw baskets, 1,500 brooms, 16 boxes champagne wine, 17 do. cork stoppers, 6 do. hats, 1 table, 24 boxes and 4 bundles merchandise, 1 box bronzed pendulums, 1 do. woollen clothing, 1 billiard table, 10 pipes, 12 half pipes and 23 boxes white wine, 317 pipes, 15 half pipes, 200 barrels and 665 boxes red wine, 4 pipes, 9 half pipes, 4 quarter casks and 339 boxes cognac brandy, 165 do. absynthe, 18 do. kisch, 10 baskets oil.

British brig Marcia, 245 tons, William Backhouse, from Cadiz 4th April, with 150 lasts salt, to Santamaría, Llambi and Cambaceres.

British schooner Volo, 173 tons, W. G. Rendell from St. Ubes 3d April, to De Lisle, Brothers and Co., with 332 moyer salt.

Sardinian brigantine Robusto, 100 tons, Pablo Balara, from the Bucoo 12th inst, in ballast, to B. Viale.

Danish brig Concordia, 218 tons, Bock, from Hamburg 21st march, to Bunge Bornefeld and Co., with 186 casks, 737 boxes and 126 demijohns merchandise, 100 pieces bagging, 1 bale bunting, 4 casks peas, 19 boxes furniture, 100 do. window glass, 3 do. paint, 20 lasts coal, 50 pine boards, 100 barrels starch, 8 boxes hardware, 10 barrels wine, 10 pipes, 500 boxes, 200 baskets, 10 casks and 1500 demijohns gin.

Brazilian brig Don Affonso, 234 tons, Amalio José de Araújo, from Parnaquá 26th May, to Manuel Acevedo Ramos, with 927 tercios and 887 half tercios yerba, 130 bags rice, 6 dozen handspike handles.

Oriental barque Juana Aveлина, 255 tons, Smiley from New York 21st March, to Daniel Gowland & Co., with 299 boxes tea, 114 bales twine, 40 bundles shingles, 125 barrels rum, 4 balestarpaulins, 8 boxes cigars, 2 half barrels dried fish, 20 boxes canton flanel, 200 bales candlewick, 100 boxes tobacco, 150 kegs nails, 50 boxes clocks, 32 do. matches, 20 do. shoes, 150 barrels pitch, 506 planks, 2,800 pine boards.

Sailed, Brazilian barque Saudea, 335 tons, José Oliveira Lahitte, for Brazil, in ballast, despatched by Antonio José Alves Pinto.

Spanish brigantine Procer, 148 tons, Juan Millet, for Havana, despatched by Llavallof & Sons, with 5000 quintals jerked beef, 30 dry hides.

June 17.—Wind W.

Arrived, Brazilian brigantine James, 138 tons, David Forman, from St. Ubes 9th April, to order, with 307 moyer salt.

June 18.—Wind S. W.

Sailed, Sardinian sloop of war Bertoga, 22 guns, Captain Diego Ignacio Tavares, for Montevideo.

June 19.—Wind N. N. W.

No arrivals or sailings.

June 20.—Wind N., in the afternoon changed to N. E.

No arrivals or sailings.

June 21.—Wind N.

Arrived, Sardinian schooner Nueva Carmen, 125 tons, Domingo Machio, from Montevideo 19th inst., in ballast.

Passengers—43.

Sardinian brigantine Atahualpa, 121 tons, Andres Cavagnaro, from Montevideo 19th inst., in ballast.

Passengers—21.

Sailed, Sardinian lugger of war Fana, Lieut. Louis Orlandini, for Montevideo.

Sailed, Hamburg barque Amphitrite, 216 tons, J. J. Arends, for Boston, despatched by Bunge, Bornefeld and Co., with 7900 horns, 3879 salted ox and cow hides, 1262 dry do. do., 279 dry horse hides, 216 bales wool, 108 do. sheep skins, 3 do. calf skins, 7 do. goat do., 100 hides for lining.

June 22.—Wind N.

No arrivals or sailings.

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

Venitia, 4 bales carpeting, 7-bales canvas, 9 boxes and 3 bales thread, 14 boxes silk, 1 do. pianofortes, 2 do. maps, 79 crates earthenware, 13 bales and 1 box stockings and drawers, 28 boxes merchandise, 2 bundles buckets, 5 pairs bellows, 7 casks sod irons, 151 bundles shovels, 50 barrels tar, 366 iron pots, 101 pairs bushes, 6 stoves, 25 tons flag stones, 18 do. hoop iron, 14 do. bar iron, 30 boxes cottons, 80 bales do., 98 do., and 8 boxes cloth, 33 casks and 7 boxes hardware.

Besler, 233 tons and 4 quintals stone coal.

Birth.

On the 18th inst, Mrs. Ferdinand Gledoe of a daughter.

Advertisements.

British Medical Dispensary.

The annual General Meeting of Subscribers to this Charity, will be held at the British Consulate, 65, Mayo Street, on Wednesday the 27th inst. at one o'clock precisely, when the report of the proceedings and expenditure of the past year will be read and in order to appoint a new Committee—British Consulate, Buenos Ayres, 21st June, 1849.

Martin T. Hood
H. B. M's Consul.

TOTAL Abstinence and Beneficial Society of Buenos Ayres.

A Meeting is ordered of the Subscribers to the *New and Reading Rooms*, at the Temperance Hall, on Tuesday Evening June 26th, at 7 o'clock P. M., for special business.

To Let.

To single Gentlemen three Bed Rooms, one with fire grate, and a large parlour also a Servant's Room if require d, calle Maypu No. 133.

Notice.

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

To Captains of Vessels.

At Peter Klein's No. 82 calle do San Martin, corner of calle de La Merced, opposite the Catalan Coffee house, Chronometers cleaned and repaired with despatch and regulated by Lunar observations.

Wanted.

A Cook and Steward, apply at 29, calle Santa Rosa; none need apply without bringing good reference as to character.

For Sale.

AT NO. 42 CALLE RECONQUISTA.

Very old bottled Scotch Whiskey of very superior quality, likewise Holland gin and Martell's Brandy, and a small parcel of Manila cheroots, &c., all selling at the lowest possible prices. Please apply to Thomas Nuttall.

Passengers only.

For Philadelphia.

The very fast sailing A. I. Swedish Schooner "**Gefion**"

160 tons,
Graff, Master.

Has all her cargo engaged and will sail in the course of twenty days.

For further particulars please apply to the Consignees Messrs. Egg, Krutisch and Co. or to John Higginbotham, Licensed Ship Broker, 20, Calle San Martin.

June 21, 1849.

Passengers Only

FOR ANTWERP

The superior fast-sailing A. I. Swedish brig "**Nancy**,"

245 tons,
Nicholas Halenberg, Master.

Will be ready for sea in the course of two or three days, and has very good accommodation.

For further particulars please apply to the Consignees Messrs. Livellal and Sons, or to John Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.

June 21st, 1849.

Passengers Only

FOR ENGLAND

The very fast-sailing A. I. British brig "**Queen of the Tyne**,"

192 tons register,
Alexander Clark, Commander.

Will sail in all the ensuing week and is a most desirable opportunity for passengers, having comfortable accommodation.—Please apply to the consignees Messrs Bayley Brothers,

or to John Higginbotham, Ship Broker, Calle San Martin No. 20.

June 21st, 1849.

Passengers Only

FOR ENGLAND

The very fast-sailing A. I. British 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 Bartelony Herand, Esq., or to John Higginbotham, Licensed Ship Broker, 20, San Martin.

June 21st, 1849.

Passengers only

FOR NEW YORK.

The fine fast sailing A. I. Swedish brig "**Pilgrim**,"

247 tons,
Sjoberg, Master.

Has engaged all her cargo and will sail in the course of the ensuing Month. For further particulars apply to the Consignees Messrs. Silva and Co. or to John Higginbotham, Licensed Ship Broker, No. 20 calle San Martin

June 21, 1849.

Passengers Only

FOR ENGLAND

The fine fast-sailing British barque "**Fortitude**,"

251 tons register,
James Mitchell, Commander.

Will sail on about thirty days and has superior accommodations for passengers.—Please apply to the Consignees, S. Hease Esq, or to John Higginbotham, Licensed Ship Broker, No. 20 Calle San Martin

Passengers Only

FOR LIVERPOOL

The remarkable fine A. I. Clipper Schooner "**Light of the Harem**,"

167 tons register,
Josiah Stevenson, Commander.

Will be ready to receive cargo on Tuesday or Wednesday next and having a considerable portion of her cargo engaged is warranted to have quick despatch.

This little vessel being of a light draft of water will load the principal part of her cargo in the inner roads.

For further particulars please apply to the consignees Messrs. Phillips, Tomkinson & Co., or to John Higginbotham, Licensed Ship Broker, No. 20 Calle San Martin.

June 21st, 1849.

Passengers Only

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 despatch.

For particulars apply to the consignees Messrs. Zimmermann, Frazier & Co., or to Richard Sutton, Jun., Licensed Ship Broker, No. 14, La Reconquista.

June 21st, 1849.

Passengers Only

FOR LONDON.

The very fast sailing A. I. new British built brig "**Warrior**,"

172 tons Register,
Captain Henry Beynon

Is a very small carrier, and will have immediate 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.

June 13, 1849.

Passengers Only

FOR LONDON.

The remarkably fast sailing, regular trader, A. I. 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 HAVANA

The fine A. I. British brig "**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 consignees Messrs. Becher, Preuss & Co., or to Richard Sutton, Jun., Licensed Ship Broker, La Reconquista, No. 14.

June 8, 1849.

Passengers Only

FOR VALPARAISO.

The fast sailing A. I. 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 Higginbotham, Licensed Ship Broker, Calle San Martin, No. 20.

June 21st, 1849.

Passengers Only

FOR LONDON.

The very fast sailing A. I. British built brig "**Lady Mona**,"

195 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.

Passage Only.

The very fast sailing, now, A. I. British 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.

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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 Amodeo	313	Nelson Harwig	California.
May 1	Brigantino Francisco, Gregorio Gastaldi	150	Vicente Gianello	California
15	Brig Margaria, J. M. Jorjani	290	Thode & Co.	Palmouth & the Continent
June 2	Galliot San Martin, Hauschild, Id	175	Bunge, Bornfeld & Co.	Hamburg.
"	5 Barque Manuella, Jacob Hugy	311	Nicholson, Green & Co.	Antwerp.
"	7 Schooner Laiss, José Muratore	121	Carlos Galeano	Buenos.
"	12 Brig Narcisca, Henry Valentin	254	George Rick and Co.	Antwerp.
"	16 Brig General Belgrano, Juan Garrido	196	Santa Maria, Liambi & Cambaceres	
BRITISH				
March 2	Brig Lydia, Thomas Gray	307	Chapeaurouge and Co.	London.
21	Barque Symplocium, William Greaves	382	John Best & Brothers	London.
"	25 Brig Regina, Joseph Blyth	237	Bayley Brothers	London.
"	26 Brig Anglo-Saxon, Edwin Tomlinson	146	Wilfrid Latham and Co.	Havana.
April 1	Brig United, John P. Hennell	298	Barter, F. R. Hennell	Palmouth & the Continent.
"	15 Barque Argentina, Morton	246	To order	Liverpool.
May 5	Brig Queen of the Tyne, Alexander Clark	192	Bayley Brothers	England.
"	5 Brig Indus, James Gibson	577	Santamaria, Liambi and Cambaceres	California.
"	9 Brig Plata, Richard B. Pringle	215	John Best and Brothers	Liverpool.
"	9 Brig Lady Mona, William Perkins	190	Nicholson, Green & Co.	Liverpool.
"	9 Barque Fortitude, James Mitchell	290	Samuel Hesse	England.
"	11 Barque Mary Miller, George Hill	290	Natali & Co.	London.
"	12 Barque Lancashire Witch, E. L. Browning	193	Bates, Snakes and Co.	Liverpool.
"	13 Brigantine Shamrock, J. Trick	114	Samuel Hesse	Havana.
"	14 Barque Leopard, George Shirre	300	Edward Lumb & Co.	London.
"	18 Brigantine Anglo-American, Nelson Card	131	De Lisle, Brothers & Co.	Matanzas.
"	22 Barque Passener, Thomas Walker	300	Thompson and Co.	Callao.
"	27 Brig Ariel, Charles Huntington	181	John Galt Smith and Co.	Liverpool.
"	27 Brig Emmanuel Boucher, William Farmer	217	George Dawes	Buenos and Liverpool.
"	25 Barque Sovereign, James R. Porritt	240	Hughes, Brothers	England.
June 1	1 Brig Warren, Henry Heyes	172	Antoniou Lezica & Co.	Liverpool.
"	1 Brig Fortitude, William Rook	196	De Lisle, Brothers & Co.	London.
"	2 Brig Gordon Eagle, Henry Symons	181	Thomas Ougud and Co.	London.
"	2 Brig Jessie Miller, David Thomas	181	John Best & Brothers	Valparaiso.
"	4 Brigantine Choice, Abraham Ogier	177	Bates, Snakes & Co.	Liverpool.
"	4 Brig Zuleika, Hugh Montgomery	197	Charles R. Horne	Liverpool.
"	6 Barque Alexander, Cobb	399	Samuel Hesse	England.
"	9 Brig Light of the Harlem, Joseph Stevenson	250	Phillips, Tomkinson and Co.	Liverpool.
"	10 Brig Minster, Richard Kelly	230	Hughes Brothers	England.
"	12 Schooner Timandra, John Tregarten	164	To order	Do.
"	12 Brig Venilia, Maria	160	Palme, Macalister and Co.	Do.
"	15 Brig Amster, David Maillet	160	Charles R. Horne	Buenos.
"	15 Brig Maria, William Ruckhouse	245	Santa Maria, Liambi & Cambaceres	England.
"	16 Schooner Volo, W. G. Randall	138	De Lisle, Brothers and Co.	Buenos & Liverpool.
"	17 Brig Janus, David Fortman	138	To order	England.
AMERICAN				
May 27	Barque Mason Barney, J. B. Langston	240	Hayes and Co.	New York.
June 31	Brig Colonel Howard, John A. Darkeo	232	Zimmerman, Frazier & Co.	California.
"	2 Barque Oceanus, James Green	243	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.
13	Barque Cybele, C. Backmann	250	Charles R. Horne	Buenos and Rio.
"	31 Brig Johann Christoph, B. Jorjan	200	Otte, Rosenthal and Co.	Do.
June 8	Barque Waldemar, M. C. Schmidt	215	Louis Winter	Do.
"	15 Brig Fortuna, M. Jacobson	215	Lezica and Co.	Do.
"	16 Brig Concordia, Beck	218	Bunge, Bornfeld & Co.	Antwerp.
FRENCH				
February 1	Barque Jenne Franco, Pannier	318	Despuy	Havre.
"	24 Barque Sulan, Masset	227	Havre, Raggio & Co.	Havre.
"	28 Barque Henri et Louise, Hillier	192	B. Herand	Cette.
May 2	Barque Garanti, E. Lauch	234	E. Chou & Co.	Havre.
"	13 Barque Jos, Schmitt	206	Thomas Rousse	Havre.
"	14 Barque Cabanes, Drouaux	227	Llavallol and Sons	Do.
"	15 Barque Napoleon, Rabard	192	J. B. Pringle	Do.
"	18 Brig Frederic Eugene, Peter Brouton	167	B. Herand	Cette.
"	15 Barque Soleil, Rouvier	228	B. Herand	Cette.
June 16	Barque Coridan, Pertus	210	Thomas Rousse	Do.
SPANISH				
April 15	Brig Manuel, Pedro Garcia	155	Zumaran and Treserra	Spain.
16	Brig Fortalera, Santiago Montenegro	137	Pedro Gilano	Do.
June 2	Polacare Mensajera, Jaime Millet	137	Llavallol and Sons	Havana.
"	2 Brig Ripa, Francisco Salgado	144	Llavallol and Sons	Havana.
"	7 Brig Emperador, Juan Molins	224	Santa Maria, Liambi & Cambaceres	Do.
"	16 Brigantine Roabet, Pablo Baiaro	100	B. Vials	Do.
BRAZILIAN				
March 25	Barque America, Antonio P. da Costa	216	Mmanuel Acevedo Ramos	Brazil.
"	27 Brig Dos Amigos, Francisco Antonio Pintos	194	José Coelho Moryelles	Brazil.
May 15	Brig Cascaes, Joaquim Antonio Mayra	245	Antonio Marques Mendozza	Brazil.
"	15 Brig Carepo, José Ferreira do Araujo	235	Mmanuel Acevedo Ramos	Brazil.
"	16 Brig Maria Rosa, Francisco Costa Carvalho	126	José Marques Souza	Bahia.
"	30 Brigun. Pelicano, Antonio Cardoso de Sousa	133	Juan Geromimo Martinez	Brazil.
June 2	Brig Belstar, Manuel Silva Santos	232	Antonio Marquez Mendozza	Brazil.
"	2 Brig Venus, Luis Antonio Rodriguez	155	Mmanuel Acevedo Ramos	Do.
"	12 Brigantine Rio Grandense, A. G. Cardia	123	Juan da Costa Thimoteo	Do.
"	16 Brig Don Alfonso, Amalio José de Araujo	224	Mmanuel Acevedo Ramos	Do.
ORIENTAL				
June 16	Barque Juana Avellina, Smyley	252	Daniel Gouland & Co.	Boston.
SARDINIAN				
Feb. 9	Polacare Sommariva, June B. Richelmi	145	Llavallol and Sons	Brazil.
"	20 Brig Brathos, Antonio B. Filizna	172	José Coelho Moryelles	Brazil.
"	20 Schooner San Antonio, Benito Biso	51	Geromimo Resso	Do.
"	20 Bombarda Consenza, Aguiar Fagliano	40	To order	Do.
"	25 Bombarda Jesus y Maria, Gaggino	167	To order	Do.
"	10 Polacare Innoceza, William Sartorio	224	Antonio Romaguera	Genoa.
"	5 Polacare Tevere, Juan B. San Miguel	180	Petrinera, Paggio and Co	Genoa.
"	9 Polacare Facinto Felice, Juan V. Viviani	195	Jacinto Caprile	Genoa.
"	9 Polacare Tevere, Bartolo Rizzo	195	Sivori T. Schandino	Do.
"	15 Barque Esperanza, Carlos Gastaldi	302	Jacinto Caprile	Do.
"	18 Polacare Union, José María Castro	255	José Avgvno	Do.
"	5 Barque S. Michele, Angel Cichetti	281	Llavallol & Sons	Do.
HAMBURG				
May 9	Barque Antomette, G. F. Nomen	230	Daniel Gouland & Co.	Boston.
"	14 Barque Catharina, J. H. N. Lobau	232	Bunge, Bornfeld & Co.	Boston.
"	15 Barque Adolph, Henry Reimers	248	Becher, Freus & Co.	California.
"	16 Brig Willemine, A. E. Brechman	225	Zimmermann, Frazier & Co.	Antwerp.
"	19 Barque Mercurius, Nicholas Sult	225	Bunge, Bornfeld & Co.	California.
"	12 Brig Beseler, Paulsen	233	Louis Winter	California.
SWEDISH				
March 13	Brig Nancy, Nicholas Halmborg	245	Llavallol and Sons	Antwerp.
"	2 Brig Prinz Carl, John Tarras	392	Sivra and Co.	California.
"	2 Brig Figa, Stjernberg	247	Egg, Krutsh & Co.	New York.
"	3 Schooner Gehou, Graf	160	Egg, Krutsh & Co.	Philadelphia.
BELGIAN				
March 13	Brig Transit, Theodore Smit	214	Vicente Casares and Sons	Havana.
May 30	Brig Paulina, J. J. Hirschens	221	Zumaran and Treserra	Havana.
PORTUGUESE				
January 12	Barque Amazonas	203	José Coelho Moryelles	Pacific.
"	6 Brig Improviso, José Gomez de Avelar	193	Juan Geromimo Martinez	Do.
OLDENBURG				
January 21	Brig Joma, John Secko	339	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 Freia, P. J. O. Brechan	310	Charles R. Horne	Rio Janeiro.
CHILIAN				
May 22	Brig Uruguay, Estevan Chiapparo	300	Dego Calvo & Sons	Rio Janeiro.
DUTCH				
June 15	Brigantine Maria Sophia, van Gyzel	196	Bunge, Bornfeld & Co.	California.

FOREIGN VESSELS OF WAR IN PORT

BRITISH.—Steamer Harry, Lieut. Charles L. Waddiore.
FRENCH.—Barque Astrubale, 15 guns, Commander Montravel.
SARDINIAN.—Brig Eridano, 14 guns, Capt. Paroldo.

For Antwerp.
The well known A. 1. Argentine Barque
"Manuelita,"
burthen 311 tons.
Capt. Jacob Hugy.
Has only room for 1000 salted hides and from 3000 to 4000 dry hides or the equivalent in bales. Her accommodations for Passengers are very good.
Those desirous of taking freight or passage by this really eligible vessel, 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 22, 1849.

FOR San Francisco, California
Will immediately be dispatched the very fast-sailing and first class American brig
Colonel Howard,
334 tons,
Capt. J. A. Durkas.
And can yet take on freight abt. 30 tons of cargo and cabin passengers.
Her accommodations are very convenient and spacious in both cabins having one amidship and another aft, and those who avail themselves of this opportunity will receive the particular attentions of the Capt. who is an experienced navigator round the Horn.—For further particulars apply to Messrs Zimmerman Frazier & Co., or to Richard Sutton, Jun., Ship Broker, La Reconquista No. 14.
June 22, 1849.

PASSENGERS ONLY.
For Liverpool,
The regular trader A. 1. British barque
Argentina,
246 tons,
S. Morton, Commander.
This vessel has superior accommodation for passengers and offers a very good opportunity for persons about leaving. She will sail about the 25th inst.
For further particulars please apply to the Captain, or to John Higginbotham, Licensed Ship Broker, Calle San Martin No. 20.
June 21st, 1849.

Passengers Only.
For Havre de Grace,
The very fine A. 1. French barque
"Sultan,"
227 tons register,
Capt. Alfonso Maset.
Having all her cargo engaged will sail for the above destination in the course of a few days. 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.
June 21st, 1849.

PASSENGERS ONLY.
For Falmouth & the Continent,
The well known remarkably fast-sailing A. 1. Argentine brig
"Margaretha,"
Captain Jorjan.
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.
June 21st, 1849.

PASSENGERS ONLY.
For Liverpool.
The regular trader A. 1. British brig
"Plata,"
248 tons register,
R. B. Pringle, Commander.
Has already three fourths of her cargo on board and will sail in the course of ten days. This vessel is well known in the trade, and is a most desirable conveyance for passengers.
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.
June 21, 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.

For Hamburg.
The well known remarkably fast sailing A. 1. Argentine brigantine
San Martin,
Captain Hauschildt.
Has only disengaged room for 1000 dry hides and will have quick despatch.
For further particulars please apply to the consignees Messrs. Bunge, Bornfeld & Co., or to John Higginbotham, Licensed Ship Broker, Calle San Martin No. 20
June 21st, 1849.

Passengers Only.
For London.
The British barque
"Leopard,"
300 tons register,
George Shire, commander.
Will sail on or about the 1st July. She is classed A.1. at Lloyd's 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 Messrs. Edward Lumb & Co., or to John Higginbotham, Licensed Ship Broker, No. 20, Calle San Martin.
June 21st, 1849.

For Liverpool,
The very superior British brig
ARIEL,
151 tons register,
Richard Hamington, 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 has only disengaged room for a few tons of light freight.
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.
June 21st, 1849.

For London,
The superior and remarkably fast-sailing A. 1. British barque
Syropheician,
William Greaves, Commander.
Has already engaged a large portion of her cargo, and has only disengaged room for about 20 bales and will sail in the course of three or four days.
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 21st, 1849.
Passengers Only

Passengers Only.
For London,
The very superior first-class British brig
Regina,
227 tons register,
Joseph Blyth, Commander.
Will be ready for sea in the course of five or six days. 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, No. 20, calle San Martin
June 21, 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 18, 1849.

For Antwerp,
PASSAGE ONLY.
The very fast sailing, well known, very superior first class, Argentine Brig
Narcisca,
294 tons burthen.
Henry Valentin, Master.
Is now loading, and having all her cargo engaged, will have quick despatch.
Her accommodations for passengers are very excellent, and the best of fare will be given.
Please apply to Capt. Valentin, to the consignees Messrs. George Rick & Co., or to Charles R. Horne, Licensed Ship Broker, No. 55 calle la Reconquista.
June 22, 1849.

For London,

The fast-sailing English built A. 1. brig **Lady,** 207 tons,

Thomas Grey, Master,

Has disengaged room for about 20 tons cargo which can be received on board immediately.

For further particulars please apply to the consignees Messrs. Louis Chapeau and Co. or to John Higginbotham Licensed Ship Broker, calle San Martin No. 20

June 21, 1849.

PASSENGERS ONLY.

For San Francisco, California, CALLING AT VALPARAISO.

The very superior and remarkably fast sailing first class Swedish Ship

Prinz Carl,

392 tons register

John Tarras, Commander,

Is chartered to sail for the above destination in all this month and can accommodate cabin passengers in a most comfortable manner.

This vessel offers a first-rate opportunity to persons about going to California having large and spacious State Rooms which will accommodate a dozen persons.

The Commander is well conversant in the Spanish language, and will be very happy to take any person on board for the purpose of inspecting his cabins.

For further particulars, apply to Captain Tarras at the Hotel de Paris

John Higginbotham,

Licensed Ship Broker,

Calle San Martin, No. 20.

June 21, 1849.

PASSENGERS ONLY.

For Antwerp.

The fine fast-sailing Hanburg brig **“Wilhelmine,”**

168 tons register, Capt. Brorsen.

Has superior accommodations, and will leave this port under the Argentine flag.

Please apply to the consignees Messrs. Zimmerman, Frazier & Co., or to

John Higginbotham,

Licensed Ship Broker,

Calle San Martin, No. 20.

June 21st, 1849.

To Let,

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

WHOLESALE PRICES CURRENT.

IMPORTS.

Table listing various import goods such as Ale and Porter, French and German, ANCHOVIES, BEES WAX, CANDLES, SPERM, STEARINE, CASSIA, CARDS, CHEESE, CANDLEWICK, etc.

Table listing various goods under the heading FIRECRACKERS, INDIA, GLASS, BOX, DAMS, HONEY, IRON, LEATHER, LARD, LEAD, FIGS, MATS, MATTING, MOLASSES, NAILS, NAVAL STORES, etc.

Table listing various goods such as Rum, Starch, Sugar, Leather, Wine, Twine, Vermicelli, Vingar, etc.

EXPORTS.

Table listing various goods for export such as Feathers, Hair, Hide Cuttings, Hides, etc.

Table listing various goods such as SKINS, TALLOW, WOOL, etc.

Articles of Home Consumption, the growth, pro-

duce and manufacture of the Republic.

Table listing various domestic goods such as Biscuit, Brandy, Charcoal, Flour, Fruit, Grain, etc.

MONEY MARKET.

Table listing financial data such as Exchange rates for England, France, etc., and Bullion prices.

FREIGHTS.

Table listing shipping rates and freight costs for various destinations like Great Britain, France, Cadiz, etc.

GEORGE THOMAS, Responsible Editor.