BRITISH PACKET

AND

ARGENTINE NEWS.

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BUENOS AYRES.

We have received regular files of London papers to the 16th of May. The news is rather important.

On the 9th the bill for the repeal of the Navigation Laws passed the second reading in the House of Lords by a majority of 173 to 163; the Duke of Wellington and most of the members of the late Peel administration voting with Ministers. The Marquis of Lansdowne had given notice that he would propose to go into committee on the bill on the 21st, and would take the third reading as soon as possible afterwards. Lord Stanley announced that several most important amendments would be proposed in committee. The President of the Council declared, on the part of Government, that he would adhere to the bill in its present shape, though of course he would not preclude himself from agreeing to any amendmeat that should meet his approval.

The House of Lords, after hearing the arguments in support of the Writ of Error in the case of W. S O'Brien and others, affirmed the judgement of the Irish Courts without calling on the Counsel for the Crown to reply. On the other hand Government had abandoned the further prosecution of C. G. Duffy. There appeared to be little doubt that the sentence of O'Brien and his fellow convicts would be commuted.

The reports of the crops in Ireland were, all things considered, tolerably favourable, though a fourth failure of the potatoe crop was already anticipated.

Emigration from that country still continued on an immense scale.

In regard to the political aspect of Europe the ministerial journal Globe, of the 12th, thus remarks--

»We are now forced to fear that the phenomena »of last year only preluded a drama of far more »enduring moment, and far less peaceable solution. »Indications are not wanting that Europe is arriving »at another of those great periods, which posterity »easily discerns, as impressed with novel social »characteristics and a fresh delimitation of territorial »boundaries.»

The general elections commenced in Paris on the 13th, with an unusual display of military force. The entire garrison were under arms; it having been reported that a *coup de main* against the government was in contemplation. The rumoured discomfiture of the French before Rome is confirmed. Their loss in killed, wounded, and missing is estimated at from 1,200 to 1,500, whilst that of the Romans did not exceed 500. The fact is that Rome was crowded with desperadoes of all sorts, chiefly foreigners, many of them French refugees compromised in the affair of June, and some hundreds of Mobile and Republican guards who had received funds to proceed to Rome from the agents of the Roman republic in Paris. Garibaldi, who was still alive and kicking, was the principal leader of these worthies. A Neapolitan army was in full march on Rome with the King at its head, but General Oudinot had announced to His Government that he would enter first. An Austrian corps, also, had invaded the Roman states, and the Spanish expedition, of 8,000 men, was expected to land on the 11th or 12th. The following are the last accounts of the doings at Rome—»The barricades are augmenting in number and formidable strength. Immense uses made of the Church confessional boxes, which being ponderous articles of furniture are found quite suitable for blocking up the progress of a retrograde enemy. The Mint is coining silver and gold plate night and day. Ugo Bassi, the regimental chaplain of Garibaldi's legion, having been made prisoner, was exchanged against the Tambour-Major of the 20th regiment of the French line. Six more Cardinals' carriages were burned last evening; but they only burn the body, keeping the axle, wheels, and frame work for carrying beams of timber to the barricades; the gilding and scarlet finery of these new carts is one of the features in this remarkable scene.»

Meanwhile it was reported that the Pope had expressed his unwillingness to return to Rome under the protection of foreign bayonets, and that he intended to leave Italy for a time. It was believed that, as a compliment to the French people his Holiness would, in the first instance, go to Marseilles for a short period, but that he would eventually retire into Spain, until his subjects were in a situation spontaneously to call upon him to return to his dominions.

Sicily had unconditionally surrendered to the King of Naples.

A revolution had broken out in Dresden, where a provisional government was established, but it was finally put down by the King's troops, assisted by the Prussians. Serious riots had also broken out at Leipzic, but were eventually suppressed.

The King of Hanover had been obliged to leave his capital and to repair to the Castle of Herrenhausen. The towa was declared in a state of siege; 4,000 Prussians were expected.

All the large towns of Prussia had been declared to be in a state of siege. The districts of Cologue, Dusseldorf and Coblentz had been the scenes of bloody conflicts between the troops of the line and the armed landwehr.

The city and fortress of Landau in Bavaria had been declared in a state of siege, and all foreigners had been compelled to quit the city.

This distracted state of affairs in Germany was owing to the misunderstanding between Prussia and the Frankfort Parliament. The sittings of this body, meanwhile, were degenerating into daily scenes of the most irrational fury and disorder.

Russian troops were pouring into Hungary where the war still raged. It was said that the young Emperor of Austria would place himself at the head of the combined forces. Advices from Berlin say that a joint note, the production of the courts of Great Britain and France, had been addressed to the Cabinet of St. Petersburg, intimating their disapproval of the intervention of Russia in the Austro-Hungarian dispute, and insisting that such interference be withdrawn.

Accounts from Hamburg to the 9th of May, announce a fresh defeat of the Danish troops near Fredericia. Prior to the Danes retreating, they set fire to the village of Gudsoe. The loss on both sides was very great. The Prussians had, it was said, taken the town of Veile. The siege of Fredericia had commenced. The last advices from the Danish army represented it as being in a very dangerous situation, in case they were attacked, as the easterly wind would prevent their crossing over to Fuhnen. The Danes, it was said, were only 16 to 18 battalions strong, whilst the Germans numbered 40.

A serious outbreak occurred at Montreal, the capital of Upper Canada, on the 25th of April last on the occasion of a bill, which had previously passed the Legislative Assembly, entitled the Rebellion Losses Indemnity Bill, receiving the sanction of Lord Elgin, the Governor General. The moment the assent was known to have been given to the obnoxious measure, a mob assembled out of doors on his Lordship leaving the house pelted him with rotten eggs, dirt &c., an egg it is said, striking him in the face. The parliament house was subsequently invaded by the mob, the members dispersed and the building set on fire, the records and archives of the colony for several hundred years being destroyed by the flames, neither the police nor the military interfering to avert the outrage. The feeling of dissatisfaction evinced by the capital appears to be fully shared throughout the whole of Upper Canada, while the Lower Canada population of French origin, in whose behalf the bill which has provoked these outbreaks was passed, to indemnify them for losses sustained during the rebellion 1837-8, are arming to uphold the British authorities in that quarter

Later advices of the 1st May, *via* Liverpool, announce the arrival of a deputation of French Canadians at Montreal from Quebec to congratulate Lord Elgin on the quiet state of the country. Large meetings had, nevertheless, taken place at Kingston, Toronto and other towns for the purpose of petitioning the Queen to recall Lord Elgin.

House of Lords, April 23.

THE RIVER PLATE

(The report of Lord Harrowby's speech proceeds as follows)—

[Here the noble earl read a long extract from the address of Rosas expressive of his exultation at this result, and distinguishing the different positions in which England and France were placed with respect to the Argentine Confederation.] Surely that house, being under the impression that the Governments of England and France were acting together in harmony, had a right to know why and how that harmony had terminated. Their lordships only knew that Lord Howden went to Buenos Ayres, and left it dissatisfied with the reception which he met with; that he then went to Montevideo; that he communicated with the Government at Montevideo; that he showed it the propositions on which he thought that peace ought to be made; that he went to the camp of General Oribe, who commanded the forces besieging Montevideo, with those propositions; that General Oribe modified them; that he (Lord Howden) carried back the terms so modified to Montevideo and submitted them to the Government there; and that, upon their rejection of those modifications, he had, without any communication to the Government of Montevideo, announced to General Oribe that his negotiation was at an end, and had written to the commander of our naval forces in the River Plate to raise the blockade of that river, which was the main instrument by which the British Government expected to force an arrangement upon the two contending parties. Now, the grounds stated by Lord Howden for the course which he had then adopted hardly warranted his pursuing it. [Here we lost several entire sentences of his indistinct utterance, which rendered it very difficult to follow him through the whole course of his observations; but when we next were enabled to hear him he was arguing to this effect:—In the letter in which Lord Howden announced to the Commander of the British naval forces that he must forthwith raise the blockade, his lordship alleged that the Government of Montevideo was in the hands not of natives but of foreigners. Now, that fact was well known before Lord Howden's arrival, and Montevideo was not, when he left it, more under the influence of foreigners than it was at the previous period during which the French and English Government had interposed. The blockade then was raised in consequence of the directions given by Lord Howden; and everything was thereby given to President Rosas by the English Minister, who gained no object whatever for the Montevideans. He (the Earl of Harrowby) knew not how to explain the object which Lord Howden had in view in interposing at all for the Montevideans, when he removed from Rosas the engine of pressure which he had upon him during the blockade, as soon as the Montevideans refused to accede to the modifications made by General Oribe on the propositions to which they had, under his guidance, acceded. The result of all this was that no one trading on the banks of the River Plate knew what the policy of our Government was. All they knew was this:—that the two most powerful Governments in the world had declared their intention of putting an end to the war in the Banda Oriental, and that General Rosas had defeated that intention. It might be as well to mention here that this step of Lord Howden was one on which Her Majesty's Government had not as yet publicly expressed any decided opinion. He asked them at once to say whether they approved of that nobleman's conduct or not. President Rosas had told his Parliament that the raising of the blockade had received the approbation of Her Majesty's Government. He rather thought that that approbation had not been entire. A rumour was afloat that that approbation did not extend to all points of Lord Howden's policy. He had heard that the raising of the blockade without any annunciation of it to the French Envoy had excited great dissatisfaction in the bosom of the French Government; that that dissatisfaction had been strongly expressed to a member of Her Majesty's Government: but that, subsequently, the despatch expressing disapprobation, which was addressed to our Ambassador at Paris, was withdrawn at the request of the French Government itself. Such being the state of things, he thought that their lordships had a right to know whether the Government approved of the course taken by Lord Howden, or not. The information which General Rosas had put us in possession of led us to imagine, that before we could gain admission for an accredited Minister of Her Majesty we must admit the pacification on the basis formed by Lord Howden, with the modifications attached to it by General Oribe. Now, as far as any body could understand what those modifications were, they were the very terms which Lord Howden deemed so unreasonable that he quitted Buenos Ayres rather than agree to them. He wanted to know whether we really were prepared to humble ourselves before this President Rosas in the way which he had dared to suggest? Who was it that dared to express a hope that »the English Government would henceforward regulate its views by the recognized principles of the law of nations, and explain itself in a manner that might satisfy the justice, the good faith, and the obligations of treaties?» Were we prepared to submit to that taunt, and to pay a compensation of 2,000,000 sterling for the very grave offences and the very serious damages which our Government, in concert with that of France, had inflicted upon Buenos Ayres during the Anglo-French intervention? Were we prepared to give up the Falkland islands to General Rosas, and to make a settlement of affairs to the Banda Oriental entirely dependent on the discretion of General Oribe? Such terms were held inadmissible by our Government a short time ago, and yet these alone were now the terms on which President Rosas deigned to receive an accredited Minister from Her Majesty. Again and again he must repeat that their lordships and the country had a right to know in what position affairs were on the banks of the River Plate. The matter at issue was not trifling; our commerce with those regions was not small. In the year 1842 the commerce of this country with Montevideo alone was £3,000,000 sterling, and, if the common comity of nations were followed with regard to the waters flowing into the River Plate, that commerce might be easily doubled. He called on their lordships to consider what had been the consequence of a single convoy sent up one of those waters? In 1845, a convoy had sailed up the river Parana, and the value of that convoy alone was 1,600,000 dollars. Here was a new source of wealth which would go on for some time increasing annually, and which would overflow into the coffers of the manufacturers of Manchester and the merchants of Liverpool. The welfare of the Brazilian empire was also staked upon this question. What was the original object of the formation of the different states on the banks of the River Plate? To place the river not in the hands of one state, but of several states, and to interpose an independent power between the Argentine republic and the empire of Brazil. Was that object less valuable now than it had been formerly? Had not Rosas done everything in his power to straiten—aye, and to "cribb, cabin, and confine" the commerce on the River Plate? Had anything occurred to lessen the advantage of having an independent power intervening between the Argentine republic and the Brazils? It was most important that the question should not be settled in the way in which the noble lord at the head of Foreign Affairs appeared to design, namely, by Montevideo simply surrendering itself without conditions into the hands of the Argentine Confederation. From the course which had been pursued of sending out a Minister perfectly unprepared with instructions adapted to the state of things which had arisen, and from other not ambiguous indications of the noble lord's mind, spirit, and feeling, he was certainly led to the opinion that the unconditional surrender of Montevideo had been determined upon, and the consequent destruction of an independent state at the mouth of the River Plate, whose existence, as he had said, was of importance to the interests of this country. He would ask their lordships to join with him in calling for information in order that, for the sake of the mercantile interests at stake, they might know what was the destiny awaiting the Republic whose existence this country had almost guaranteed, and which, if we had not guaranteed, it would be our duty and our interest to protect. He trusted that the noble marquis would be able to remove from the Government the imputation of having abandoned their ancient policy, and of being prepared to hand over to the tender mercies of the Argentine Confederation the hitherto independent republic of Montevideo. The noble earl concluded by moving for "copies or extracts of all instructions given to Her Majesty's envoys in the River Plate for their guidance in the intervention of Great Britain for the pacification of affairs in that river."

The Marquis of Lansdowne said that, although he felt compelled to object to the motion of the noble earl, he was disposed to give him every information in his power on the subject, which he agreed with him was one of the greatest importance, connected as it was with the affairs of an important portion of the globe and a very extensive branch of our commerce, which ought he fully admitted, to receive unceasing attention from the Government. When, however, he stated the situation in which these negotiations were at the present time, their lordships would feel that this was not the moment at which all the instructions given to the British Envoy in the River Plate should be laid before Parliament. A negotiation was now pending, which rested essentially on the terms contained in the instructions given by the noble earl (Aberdeen) to Mr. Hood. The noble earl (Harrowby) was aware, that the basis laid down by Mr. Hood was that on which the negotiations, with some modifications, were now proceeding; and which negotiations, he was happy to state, were now assuming a very promising aspect. Such being the case, their lordships would not expect him to say what those modifications were at the present moment. It would be in the recollection of their lordships that the noble earl (Aberdeen) was induced to agree with the French Government in sending to that part of the world a special mission leading to a general mediation between the conflicting powers in the River Plate. Mr. Ouseley, the British representative, arrived there in the month of May, 1845, and the mediation, with M. Deffaudis as the French Envoy, went on. Subsequently a modification took place in Mr. Ouseley's policy, and he was induced to carry on operations against General Rosas, which were of a nature to meet with the disapprobation of the noble earl (Aberdeen), from the extent to which they had proceeded. That disapprobation was expressly stated by Lord Aberdeen, and the noble viscount (Palmerston) entirely concurred in that view, and signified his own disapprobation to Mr. Ouseley. In the month of May, 1846, Mr. Hood was sent out by the noble earl (Aberdeen) with fresh instructions; but he was not able to carry his negotiations to a successful issue, and he returned. Afterwards Lord Palmerston conferred with the French Government which commissioned Count Walewski to proceed to the Plate, with Lord Howden, and endeavour to conclude a satisfactory arrangement, which would produce a good understanding between the conflicting parties. It was true, that Lord Howden had failed in his mediation, on account of the refusal of the Government of Montevideo to agree to certain points in Lord Howden's proposals. Lord Howden thereupon raised the English blockade on the River Plate; and, although the French Envoy did not raise the French blockade at the same time, yet it was agreed that a case had arisen which had not been provided for in the instructions of either the British or French representatives, and that the French were differently circumstanced in some respects from ourselves. But to suppose, as the noble earl (Harrowby) appeared to do, that the Government of this country disapproved of the conduct of Lord Howden in raising the English blockade was entirely without foundation, nor had he (the Marquis of Lansdowne) been able to discover any trace of disapprobation of that act on the part of the French Government. It was perfectly open for each party to put a different construction upon his instructions in the case which had arisen, but he (the Marquis of Lansdowne) did not consider that a state of blockade, unless it were required by the most peremptory necessity, was a state of things that ought to be prolonged for a moment longer than could be helped. The raising of that blockade had been most beneficial to the trade of Buenos Ayres and also to the trade of England, and the British Government were only justified in suspending such a trade under circumstances of the strongest necessity. It was also right to state that a considerable increase of trade had occurred at Montevideo in consequence of the system of smuggling which prevailed there during the continuance of the blockade; and which he could very well understand the gentlemen connected with the trade of Montevideo were very reluctant to lose. The direct trade, however, between this country and Buenos Ayres was a trade which it was exceedingly important to us to maintain. He would not examine the general principles of General Rosas' Government, but if the object of the noble earl who brought forward this motion were the general and not the partial benefit of British trade, he could state that at no time was our trade carried on with greater benefit to those engaged in it than with that country under the Government of General Rosas. That trade was increasing from month to month, and the gentleman commissioned to attend to British interests at Buenos Ayres described the present anxiety for British intercourse, and the demand for British commodities, as to be represented by nothing but "hunger and thirst." This demand was supplied by one of the most beneficial trades that the merchants of this country were at present carrying on, and there were no facilities which the authorities of Buenos Ayres and General Rosas himself did not grant to British commerce. He was not there to justify General Rosas' conduct in these disputes; but he believed that there was no sort of personal honour that could be conferred upon the British Envoy, Mr. Southern, either in the mode of his reception, or the style and manner of the communications made to him, that were not marked by the desire to exhibit the respect of the Buenos Ayres Government to a gentleman known to be commissioned by Her Majesty's Government to bring about a negotiation and settlement of existing disputes in the River Plate. The noble earl had adverted to a speech of General Rosas; but he appeared to him to overrate the importance of that address. It was not from his words but from his

acts that his intentions were to be gathered; and he (the Marquis of Lansdowne) believed it was the desire—he would almost say the intention on the part of General Rosas' Government to come to a satisfactory arrangement with this country, and one that would be concluded with a due regard to the inhabitants on the other side of the water. It would be an additional satisfaction to the Government of this country if at the same time that they concluded such an arrangement the French Government, whose base was, as he had stated, somewhat different, were enabled to conclude theirs also. Mr. Southern and the French Envoy were in the most amicable communication with each other, and the most cordial understanding existed on this subject between the French and English Governments, whose desire it was that the existing differences should be concluded amicably for all parties. It was on these grounds, and because the production of these papers would hinder the happy success of the negotiations, that he was obliged to oppose the motion of the noble earl.

[*To be concluded.*]

MARINE LIST.

PORT of BUENOS AYRES

July 14.—Wind S.S.W., at 10 30 a.m., changed to S. E., at 1 p.m. to N.E.

Arrived, British brig Margaret, 173 tons, David Crichton, from Lisbon 10th May, to order, with 325¾ moyes salt.

July 15.—Wind W.

Sailed, British barque Sovereign, 240 tons, James R. Porritt, for Plymouth, despatched by Hughes Brothers, with 40,500 shin bones, 10,000 salted ox and cow hides, 99 pipes tallow, 2 half pipes do.

Danish barque Cybele, 261 tons, C. Backmann, for Buceo and Rio Janeiro, despatched by Charles R. Horne, with 244 demijohns, 21 boxes and 456 baskets gin, 135 pipes, 20 half pipes, 19 quarter casks wine, 200 empty demijohns, 40 quarter casks rum, 475 jars Spanish brandy, 118 seroons tobacco, 200 jars oil, 35 crates earthenware, 30 boxes Prussian blue, 25 do. tea, 40 half barrels starch, 201 bags mani, 100 jars beans, 50 do. peas, 20 boxes dried peaches, 5 do. crude sugar, 6 do. chocolate, 15 bags hay.

Swedish ship Prinz Carl, 392 tons, John Tarras, for California, despatched by Louis de Chapeaurouge & Co., with 100 kegs nails, 32 pieces felt, 12 casks paint, 7 do. ochre, 30 barrels tar, 26½ tons coal, 226,570 feet pine lumber.

Oldenburg brig Josua, 180 tons, John Secke, for Havana, despatched by Becher, Preuss & Co., with 6,500 quintals jerked beef, 150 dry ox and cow hides, 1000 horns.

July 16.—Wind S. W.

Arrived, Sardinian brigantine Atahualpa, 121 tons, Andres Cavagnaro, from Montevideo, 14th inst., in ballast. Passengers—41.

French polacre barque Nouveau Provençal, 205 tons, James Sigalas, from Marseilles 18th March, Canary Islands 26th April, to Marius Laplane, with 15 pipes, 6 barrels and 240 boxes brandy, 235 pipes, 90 half pipes and 195 boxes red wine, 220 boxes frontignan wine, 30,000 tiles, 55 boxes pickles, 55 do. liqueurs, 10 do absynth, 55 do. scented water, 255 boxes and 12 demijohns oil, 12 boxes perfumery, 2 do, porcelain, 1 do. blankets, 1 do. syringes, 1 do. and 2 bags dried flowers, 12 boxes dressed leather, 2 do. furniture, 151 bales cork stoppers, 1 do. umbrellas, 7 bundles matches, 2 boxes silver plate, 1 box and 5 bags seed, 4 boxes plants, 1 do. watches, 1 do. sponges, 8 do. hats, 1 do. clothes, 1 do. and 1 bale paper hangings, 1 box thread, 2 do. wadding, 10 do. merchandize, 2 do. mirrors, 1 do. cut glass, 1 do. pictures, 1 jar pickles, 2 mortars, 42 jars preserves.

Passengers—16.

Russian barque Alexander, 258 tons, J. H. Hayser, from Hamburg 1st May, to Louis Winter, with 1 box cigars, 10 casks biscuits, 8 boxes and 3 casks drugs, 1 box shoes, 23 do. stockings, 30 bales brown paper, 1 cask blocks, 74 bars iron, 6 pianofortes, 50 hams, 1 box patent leather, 16 pipes aguardiente, 49 tons coal, 72 barrels tar, 75 boards, 2 boxes leeches, 93 boxes glass, 28 do. furniture, 1 do. paper, 1 do. clothing, 170 barrels starch, 128 barrels, 1 bale, 407 boxes, 1 cask, and 79 baskets merchandize, 124 jars, 700 demijohns, 2950 boxes and 600 baskets gin.

Belgian barque Louise, 250 tons, S. Lams, from Cadiz 1st May, Rio Janeiro 21st June, to Bunge, Bornefeld & Co., with 135 tons salt.

Danish brig Condor, 157 tons, F. Trellsen, from Pernambuco 16th June, to order, with 600 barrels and 400 half do. sugar.

Belgian brigantine Karel, 104 tons, F. P. Divourt, from Hamburg 26th April, to Louis Winter, with 32 barrels shot, 100 bars lead, 15 barrels, 50 tins, 252 boxes and 26 bales merchandize, 7 boxes and 14 packages samples, 3 boxes woollens, 4 bales cloth, 1 box chairs, 1 do musical instruments, 900 do gin, 600 baskets do, 118 rolls cordage, 150 hams, 4 lasts coal, 40 boards, 4 bales paper.

Sailed, French barque Guarani, 234 tons, Larché, for Havre, despatched by E. Ochoa & Co, with 10,885 dry ox and cow hides, 422 salted do., 9774 horns, 527 pig skins, 308 boxes and 231 barrels tallow, 32 bales horse hair 20 seroons do, 8 bales ostrich feathers, 5 do sheep skins, 120 hides for lining.

British brig James, 133 tons, David Forman, for Rio Grande, despatched by Charles R. Horne, with 310 fanegas salt.

July 17.—Wind N. W.

Arrived, British brig Hermione, 180 tons, R. Chenoweth, from Liverpool 17th May, to Barber and Orr.

Sailed, British brig Lydia, 207 tons, Thomas Gray for London, despatched by Louis De Chapearouge and Co., with 1541 salted ox and cow hides, 506 salted horse hides, 309½ pipes and 359 boxes tallow, 12 pipes grease, 10 tons bones, 27,500 horns.

Sardinian brig of war Eridano, 14 guns, Captain Paroldo, for Montevideo.

National brig Margarita, 150 tons, John H. Jorjan, for Antwerp, despatched by Thode and Co., with 600 salted ox and cow hides, 10,071 dry do. do.

Brazilian brig Careijoo, 245 tons, José Ferreyra de Araujo, for Pernambuco, despatched by Manuel A Ramos, with 4189 quintals jerked beef, 60 dry ox and cow hides.

July 18.—Wind S. S. W., at 10 a. m. changed to S. E., at 3 p. m. to N. E.

Arrived, British barque William Peile, 279 tons, William Scott, from Liverpool 18th May, to John Best & Brothers.

Spanish schooner Pepa, 130 tons, Marcelo Domingo de Soto, from Havana 25th March, to Llavallol & Sons, with 45 pipes aguardiente, 14 barrels honey, 100 boxes sugar.

Sailed, H. B. M. Packet Kestrel, 3 guns, Lieut. Henry Baker, for Montevideo and Rio Janeiro, with the mail for Falmouth.

July 19.—Wind N., in the afternoon changed to N. E.

Sailed, British barque Alexander, 268 tons, S. Cobb, for Cape de Verds, despatched by Samuel Hesse, in ballast.

British barque Achilles, 232 tons, Phillip Langlois, for the Buceo, with the same cargo she entered this port on the 13th inst.

French barque Camoens, 244 tons, Drouaux, for Havre, despatched by Llavallol & Sons, with 8919 dry ox and cow hides, 1800 salted do. do., 60 bales and 27 seroons horse hair, 2055 horns, 439 boxes tallow.

July 20.—Wind N. E. in the afternoon changed to E.

Arrived, National schooner Luisa, 121 tons, José Muratore, from the Buceo 19th inst., in ballast. Passengers 50.

American barque Tivola, 194 tons, Willard Wheeler, from Bangor 2nd May, Zimmermann Frazier and Co., with lumber.

Sailed, Brazilian brig Belizario, 232 tons, Manuel da Silva Santos, for Brazil, despatched by Marques de Souza, with 7 bales calf skins, 1932 dry ox and cow hides, 282 hides for lining, 3835 quintals jerked beef.

American barque Chicora, 298 tons, G. S. Howland, for Boston, despatched by Freyer Brothers, with 1488 salted ox and cow hides, 4035 dry do. do, 33 bales horse hair, 164 seroons do., 144 bales and 39 seroons wool, 1 do hide seroons, 3,500 horns.

The annexed is the manifest of cargo of the following vessels arrived last week, viz:—

Harriet, 115 boxes, 11 bales, 11 casks, 6 seroons and 517 bundles drugs, 5 boles medicinal herbs, 1030 boxes tea, 80 baskets preserves, 1 carriage, 4 bales sarsaparilla, 10 barrels varnish, 27 boxes and 4 bundles matches, 3 casks spirits, 1 bundle paper, 3 do gum shellac, 25 bundles matting, 1 box oil paintings, 1 do. sundries, 2 do. oisters, 1 do. clothes, 4 do. daguerreotype apparatus, 99 bundles shingles, 75 barrels, rice, 5924 pine boards, 4 mirrors, 216 flag stones, 50 barrels cider, 8 boxes furniture and books, 23½ bags walnuts, 540 doubloons.

Gauntlet, 24 casks, 6 kegs, 4 boxes and 1 bundle hardware, 3021 iron pots, 1972 bars and 220 bundles iron, 344 flag stones, 23 tons coal, 100 crates and 6 casks earthenware, 100 boxes tin plates, 23 bales and 2 boxes cottons, 5 bundles, 186 bales and 359 boxes dry goods.

Rio. 320 boxes merchandize, 132 baskets wine, 8 pipes gin.

Havana, 8th April, 1849.

Arrivals of jerked beef have continued limited; the following are to be reported—

Spanish polacre Vicenta, from Buenos Ayres, 2700 quintals, sold at 9½ rls.
" " Numantia, from Barcelona, 1992 quintals, sold at 7 rls
" brig Eduardo, from Buenos Ayres, 3000 quintals, sold at 9½ rls.
" polacre Active, from Buenos Ayres, 2600 quintals, sold at 9 rls., at Matanzas.

Bremen brig Louise Cesar, from Buenos Ayres, 4244 quintals, sold at 9½ rls.

Spanish polacre San José, from Barcelona, 625 quintals, sold at 7 rls., at Matanzas.
" brig Atalayador, from Buenos Ayres, 6600 quintals, not sold.
" " Pezinka, from Buenos Ayres, 3950 quintals, not sold.
" " Merced, from Buenos Ayres, 4250 quintals, not sold.

Should vessels not pour in together, so as to help the dealers in the disposal of the old stock, prices are likely to improve; the quantity remaining on shipboard or in store being about 42,000 quintals.

Vessels passed Point Ludio.

July 16, at 6 P.M. Wind S.S.W., Sovereign, hence 15.
" " 10 " " " Josua, " "
" 17 12 noon " " Guarani, " 16
" " 2 P.M. " " James, " "
" 18 5 P.M. " S. E. Lydia, " 17

Teceira, April 20, The Birkby, Nickels, from Buenos Ayres for London, put in here leaky, 26th March. Part of the cargo has been landed; some damaged, and will be forwarded by other vessels to England. The Birkby will proceed after receiving temporary repairs.

(Liverpool Mercury, May 15.)

AMOUNT OF PRODUCE Shipped from the Port of Buenos Ayres from July 1848 to 30th June 1849, and from 1st to 30th June, 1849.

	Great Britain. July 1848 to June 1849.	Great Britain. July 1849 to June.	France. July 1848 to June 1849.	France. 1849. June.	Germany. July 1848 to June 1849.	Germany. 1849. June.	Italy. July 1848 to June 1849.	Italy. 1849. June.	Spain. July 1848 to June 1849.	Spain. 1849. June.	Havana. July 1848 to June 1849.	Havana. 1849. June.	United States. July 1848 to June 1849.	United States. 1849. June.	Brazil. July 1848 to June 1849.	Brazil. 1849. June.	Total. Half year 1848.	Total. Half year 1849.	Grand Total.
Number of Vessels	127	6	38	2	60	3	22	3	24	1	66	4	90	7	82	14	209	300	509
Tonnage	30,146	1,435	8,245	438	18,004	703	4,640	552	5,113	369	12,966	948	22,469½	1,730	14,492	743	45,654	65,390	110,954
Articles.																			
Beef, jerked, quintals	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	285,525	21,925	.....	.....	211,537½	8,804	209,437½	288,227	497,692½
Do. preserved, tins	1,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	105,000	.....	50,000	.....	1,290	1,290	2,580
Bones	2,945,500	216,700	22,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,536,600	1,588,900	3,125,500
Do. tons	950½	34½	3	.....	3	.....	.....	.....	.....	.....	.....	.....	33	.....	.....	.....	382½	387½	684½
Feathers—bales	6	6	221	22	92	44	10	10	26	10	.....	.....	11	43	82	18½	49	15	64
Do. arrobas	.....	.....	54	45	73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	15	30
Hair, bales	2,012	15	22	.....	75,605	7,084	42,369	3,047	13,507	795	120	.....	575,017	11,487	3	2,937	1,563	1,538	3,101
Do. seroons	566	.....	.....	.....	3,500	44	137,369	29,155	392,939	12,524	6,680	390	42,390	270	58,130	18½	303	654	957
Do. arrobas	.....	.....	414	903	698,831	26,424	3	184½	8	.....	.....	.....	11,159	183	1,967	2,126	9,126	587,384	864,336
Hide cuttings, bales	434	414	49,944	14,591	430	.....	184½	.....	7,155	.....	40,464	1,000	64,250	5	340	48	327,002	22,999	2,028,997
Hides, ox and cow, salted	608,786	18,549	254,422	2,914	158,040	15,550	224	46	2,562	38,347	20	8	64,250	150	325	665	774,091	14,676	37,675
Do. dry	62,378	.....	14,400	178,851	1044½	367	154	2,420	50	12	179½	1	2,704	7	30,661	280	1,254,206	63,422	103,236
Do. horse	13,522	11,157	2,914	.....	2	.....	1	.....	2	.....	.....	.....	11,487	270	1,967	3	14,676	912,795	1,966,791
Do. do. salted	97,970	40,770	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	638,711	149	340	325	63,422	1,058,996	665
Horns, ox and cow	770,694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	575,017	486	15	43	102,236	37,675	3,059
Skins, calf, bales	263	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,704	29	54	54	1,290	1,290	2,580
Do. dozens	47½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	94	132	27	4	96	100
Do. deer, bales	.....	.....	367	.....	1044½	46	224	.....	179½	1	.....	.....	132	7	15	28	96	160	54
Do. do. dozens	.....	.....	.....	.....	2	.....	46	.....	1	.....	.....	.....	54	.....	1,364	1,675	160	43	3,059
Do. do. goat, bales	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	129	.....	43	129	172
Do. do. do. dozens	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,364	.....	.....	.....	129	144	273
Do. nutria, dozens	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	129	.....	.....	.....	144	172	316
Do. do. bundles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	172	316	488
Do. sheep, bales	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70	70
Do. do. dozens	451	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	389½	389½
Do. do. slunk calf bales	4	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58	11,770½	11,828½
Do. do. dozens	774½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,770½	24,654	35,216
Tallow, pipes	28,759½	1,059½	410½	.....	722½	10	82	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,862	1,828	3,506
Do. boxes	29,538	3,071	2,853	100	667	60	245	248	50	.....	1,103	120	.....	.....	.....	.....	1,673	18,593	20,998
Do. seroons	362	661	543	.....	.....	.....	395	138	.....	.....	361	.....	.....	.....	.....	.....	18,405	2,647	3,179
Wool, bales	2,804	53	3,404	85	878	32	1,108	16	.....	.....	.....	.....	.....	.....	.....	.....	532	150	150
Do. seroons	4,211	977	2	.....	164	46	159	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Do. arrobas	977	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The following omission occurred in our last—July 11. Sailed, Sardinian schooner Ninfa, 121 tons, José Barboro, for Montevideo, in ballast.

Loading at Liverpool for Buenos Ayres, besides the vessels previously mentioned, Otter, 190 tons, Brough.

SHIPPING MEMORANDA.

Arrived at Gravesend.

May 15. Birkby, Nicholls, hence 10th January.

AT BOSTON.

April 27, Tiberias, hence 16th February.

AT NEW YORK.

May 1, Melita, hence 22nd February.

Vessels sailed for the River Plate.

From Gravesend, May 7th. Chapmanns; Ann Best, both for Buenos Ayres.

From Cardiff, May 12th Maid of Erin, for Montevideo.

BIRTH.

On the 1st inst., the wife of Mr. James Mason, of a son.

DIED.

Suddenly, at his country seat, on the 14th inst., JOHN HARRATT, Esq., of Leeds; long a respected resident in this country. Deceased has many claims to the grateful recollection of the community. To the courtesy and hospitality that adorn private life, he added, in an eminent degree, those social virtues that command our respect and esteem. Philantropic and disinterested, the name of Mr. Harratt stands prominently associated with every British measure and institution in this quarter; whilst the public at large has good cause to cherish his memory, as the first, or one of the first, that introduced and established the improved breed of sheep, that has now become an important branch of national wealth.

That his individual and social worth was not unappreciated, may safely be inferred from the numerous and respectable assemblage, of sorrowing dependants and sympathising friends, that attended the last solemn scene of his earthly career.

Advertisements.

IMPORTANT.

New Importation of Select Articles.

The following goods of excellent quality have just been disembarked, and are on sale at infinitely low prices, at the Stores of the undersigned—

Old Brandy, in hogsheads.
Schedam Gin, in do.
Best quality Sherry Wine in do.
Do. do. Port Wine in do.
English Cheese.
Cumberland Hams.
Cayanne Pepper.
Carry Powder.
Manilla Cheroots.
Old Java Coffee.
Also on { Barrels Mess Pork. hand, { Do. do. Beef.
Salted Tongues in kegs and barrels.
Preserved Beef & Tongues in tins of all sizes.
Ship and Cabin Bread of all qualities.

NEWNHAM & YETMAN,
Calle Mayo, No. 66.

English Books

At W. WHITE'S, No. 89½ Calle La Merced, (formerly Cangallo.)

Travels in Austria, Russia and Turkey, by C. Elliot; History of the Reformation, by D'Aubigne; King's Artic Ocean; Memoirs or John Selden; Shakespeare's complete works; Life in London; Plumptre's Tales of Wonder, of Humour, and Sentiment; Memoirs of an Umbrella; Tales and Stories of Irish Peasantry, by Carleton; several the Waverley Novels; Mavor's Spelling Book; Murray's Grammar, abridged Also, blank books of various sizes, patterns for embroidery and drawing; children's picture books; copy books ruled and plain; paper, pens, ink, pencils, &c.

Books bought, exchanged or sold on commission.

Alfalfa Seed.

A very superior article, (of this province,) for sale at No 28 calle de Julio.

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.
" 27	Brig Dos Amigos, Francisco Antonio Pintos	134	José Coelho Meyrelles	Brazil.
May 9	Brig Don Pedro, H. Christoffers	160	Freyer Brothers	Antwerp
May 14	Barque Catalina, J. H. N. Lubau	232	Bunge, Bornefeld & Co.	Antwerp.
" 16	Brig La Plata, A. F. Brorsen	168	Zimmermann, Frazier & Co.	Antwerp.
June 2	Gallot-San Martin, Hauschild	175	Bunge, Bornefeld and Co.	Hamburg.
" 5	Barque Mantelita, Jacob Hugy	311	Nicholson, Green & Co.	Antwerp.
" 12	Brig Narcisa, Henry Valentin	224	George Rick and Co.	Antwerp.
" 16	Brig General Belgrano, Juan Garrido	196	Santa Maria, Llambi & Cambaceres	Havana.
" 16	Brig Concordia, Rock	218	Bunge, Bornefeld & Co.	Antwerp.
July 2	Brigantine Suerte, Juan B. Vallaro	124	Bernardo Delfino	
	BRITISH			
March 26	Brig Anglo-Saxon, Edwin Tomlinson	166	Wilfrid Latham and Co.	Havana.
May 9	Brig Lady Mona, William Perkins	196	Nicholson, Green & Co.	Liverpool.
" 9	Barque Fortitude, James Mitchell	251	Samuel Hesse	England
" 13	Brigantine Shamrock, J. Trick	114	Samuel Hesse	Havana.
" 18	Brigantine Anglo American, Nelson Card	131	De Lisle, Brothers & Co.	Matanzas.
" 25	Brig Ariel, Richard Hannington	181	John Galt Smith and Co	Liverpool.
June 1	Brig Warrior, Henry Beynon	172	Ambrosio Lezica & Co.	Liverpool.
" 2	Brig Golden Eagle, Henry Symons	181	Thomas Duguid and Co.	London.
" 4	Brigantine Choice, Abraham Ogier	177	Bates, Stokes & Co.	Liverpool.
" 4	Brig Zuleika, Hugh Montgomery	197	Chuni & R. Horne	Cape of Good Hope.
" 6	Brgn. Light of the Harem, Josiah Stevenson	167	Phillips, Tomkinson and Co.	Liverpool
" 12	Barque Minstrel, Richard Kelly	230	Hughes Brothers	England.
" 12	Schooner Timandra, John Tregarthen	164	Charles R. Horne	Do.
" 12	Brig Vendia, Martin	200	Parlane, Macalister and Co.	London.
" 15	Brig Amherst, David Miller	169	Charles R. Horne	Liverpool.
" 16	Brig Marcia, William Backhouse	245	Santa Maria, Llambi & Cambaceres	England.
" 16	Schooner Volo, W. G. Randell	173	De Lisle, Brothers and Co.	Buceo & Liverpool.
" 22	Barque Novelty, John Harrison	255	John Galt Smith & Co.	Liverpool
" 29	Brigantine Admiral Nelson, John Le Bas	146	De Lisle Brothers and Co.	London.
" 30	Brig Clorinda, William Johnson	268	De Lisle Brothers and Co.	London.
July 2	Brig Ituna, Abraham Clark	221	Briscoe, Stewart & Co.	Valparaiso.
" 4	Brig Agile, John Small	156	Bates, Stokes & Co.	
" 11	Brig Alice, Philip Tocquo	293	De Lisle, Brothers & Co.	London.
" 12	Barque Mysore, John Robbs	295	John Best and Brothers	Valparaiso.
" 13	Barque Vanguard, William Garwood	347	Bates, Stokes and Co	Buceo.
" 13	Brig Gauntlet, John Pressly	206	John Best & Brothers	
" 13	Brig Susan, Robert Law	183	Briscoe, Stewart and Co.	
" 14	Brig Margaret, David Crichton	173	To order	
" 17	Brig Hermione, R. Chenoweth	180	Barber and Orr	
" 18	Barque William Pelle, William Scott	279	John Best & Brothers	
	AMERICAN.			
May 31	Brig Colonel Howard, John A. Durkee	332	Zimmermann, Frazier & Co	California.
June 2	Barque Oceanus, James Green	242	Zimmermann, Frazier & Co.	Boston.
" 7	Barque Chicora, G. S. Howland	295	Freyer Brothers	Boston.
" 22	Barque Success, Conway	209	Zimmermann, Frazier & Co	Boston
July 2	Barque Maid of Orleans, Charles Upton	299	Daniel Gowland & Co.	Salem.
" 7	Barque Muskingum, Crockett	248	O. J. Hayes and Co.	
	DANISH			
April 10	Brig Njord, A. Kaufmann	245	Thode & Co.	New York.
May 21	Brig Johann Christoph, B. Jogan	300	Otte, Rosenthal and Co.	Continent.
June 8	Barque Waldemar, M. C. Schmidt	395	Louis Winter	
" 15	Brig Fortuna, M. Jacobsen	212	Lezica and Co.	Boston.
" 22	Brigantine Giaukus, Peter Jordt	136	Egg, Kruisch and Co.	
July 2	Brig Brazilianeren, W. Hygom	165	Zimmermann, Frazier & Co.	Copenhagen.
" 16	Brig Condor, F. Treitsen	157	Charles R. Horne	
	FRENCH.			
February 1	Barque Jeune France, Pannier	318	Despuy	Havre.
" 24	Barque Sultan, Masset	227	Mathon, Raggio & Co.	Havre.
May 12	Barque José, Schmidt	206	Thomas Rousse	Havre.
June 15	Barque Sotell, Rouvier	228	G. Herand	Marseilles & Cette.
" 16	Barque Cortolan, Pertus	212	Thomas Rousse	Havre de Grace.
July 10	Barque Rio, De Souza	159	Lamoyer and Co	Discharging.
" 16	Pot. barque Nouveau Provençal, J. Ligalase	205	Marius Laplane	Marseilles.
	SPANISH.			
April 10	Brig Ferrolano, Santiago Montenegro	130	Pedro Alfaro	Spain.
June 2	Polacre Mensagera, Jaime Millet	137	Llavallol and Sons	
" 3	Brig Ripa, Francisco Subiago	107	Llavallol and Sons	Havana.
" 7	Brig Emprendedor, Juan Molins	244	Santa Maria, Llambi & Cambaceres	Do.
" 25	Polacre Lince, José Sensat	183	Freyer Brothers	
" 28	Brig Ciro, Jaime Estapé	234	E. Ochoa and Co.	Do.
July 2	Barque Joven Mariana, Bartolomé Segui	235	Manuel Murgeta	
" 13	Schooner Pepa, Marcelino Domingo de Soto	130	Llavallol & Son	
	BRAZILIAN			
March 25	Barque America, Antonio P. da Costa	216	Manuel Acevedo Ramos	
May 16	Brig Maria Rosa, Francisco Costa Carvalho	120	José Marquez Sousa	Bahia.
" 20	Brigan. Pelicano, Antonio Cardoso de Sousa	133	Juan Geronimo Martinez	Brazil.
" 26	Brig Belisario, Manuel Silva Santos	232	Antonio Marquez Mendoza	Do.
June 12	Brigantine Rio Grandense, A. G. Carlita	123	Juan da Cos a Thimoteo	
" 16	Brig Don Affonso, Amalio José de Araujo	234	Manuel Acevedo Ramos	Do.
" 26	Brigantine Inventivei, Antonio A. Souza	159	Manuel Acevedo Ramos	Do.
" 29	Brig Duque da Terceira, F. M. Bastos	156	Antonio Jose Alves Pinto	Brazil.
July 1	Brigantine Edelina, Joaquin F. Bouselia	164	Diego Calvo and Sons	Rio Janeiro.
" 3	Brig Pereyra, Alejandro Antonio Pereyra	160	Manuel Acevedo Ramos	Brazil
	ORIENTAL.			
June 16	Barque Juana Avelina, Smyley	252	Daniel Gowland & Co.	California.
July 10	Brig Resoluto, Geronimo Amadeo	126	Federico Silva and Co.	
	SARDINIAN.			
Feby. 20	Brig Brazilero, José B. Fidanza	172	José Coelho Meyrelles	Brazil.
" 20	Schooner San Antonio, Benito Bisso	51	Geronimo Risso	
" 20	Bombarda Constanza, Agustin Pagliano	40	To order	
" 25	Bombarda Jesus y Maria, Gaggino	46	To order	
" 10	Polacre Innocenza, William Sartorio	234	Antonio Romaguera	Genoa
April 5	Polacre Revoco, Juan B. San Miguel	180	Pietranera, Piaggio and Co	Do.
May 15	Barque Esperanza, Carlos Gastaldi	202	Adolfo Mancilla and Co	Brazil.
" 18	Polacre Union, José Maria Costa	251	José Avegno	Genoa.
June 5	Barque S. Michele, Angel Cichero	281	Llavallol & Sons	
" 16	Brigantine Robusto, Pablo Balaro	100	B. Viale	
" 24	Zumaca El Italiano, José Pozzo	87	Llavallol and Sons	
" 26	Polacre Consolacion, Estevan Rossi	126	Jose Avegno	Discharging.
July 10	Polacre Rosland, Francisco Morice	181	José Avegno	Discharging.
	HAMBURG.			
May 15	Barque Adolph, Henry Reiners	248	Becher, Preuss & Co	California
" 19	Barque Mercurius, Nicholas Suhr	226	Bunge, Bornefeld & Co.	
June 12	Brig Beseler, Paulsen	233	Louis Winter	
July 9	Brig Johannes, P. Petersen	250	Diego Calvo & Sons	
" 13	Barque Harriet, Peters	280	O. J. Hayes and Co.	
	SWEDISH.			
June 2	Brig Pilgrim, Sjernberg	247	Silva and Co.	New York
" 3	Schooner Gefion, Graff	160	Egg, Kruisch and Co.	Philadelphia.
	BELGIAN.			
May 30	Brig Pauline, J. J. Hinrichsen	221	Zumaran and Treserra	Havana.
July 16	Barque Louise, S. Lams	250	Bunge, Bornefeld & Co.	Discharging.
" 16	Brigantine Karel, F. P. Divoort	104	Zumaran and Treserra	
	PORTUGUESE.			
June 6	Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	
	LUBECK.			
June 29	Brig Bertha, Frederick J. Wachter	262	Freyer Brothers	New York.
	BREMEN.			
June 30	Brigantine Orient, J. D. Luth	191	Becher, Preuss and Co.	
	RUSSIAN.			
July 16	Barque Alexander, J. H. Haysen	258	Louis Winter	Discharging.
	DUTCH.			
June 15	Brigantine Maria Sophia, van Gyzel	196	Bunge, Bornefeld & Co.	
" 25	Galliot Eliza, H. G. Borchers	191	Edmund Mackinlay & Co.	
	ROMAN.			
June 30	Brigantine Leopoldina, Domingo Gotuzzo	128	Jacob Parravicini	Rio Grande.

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Steamer Harpy, Lieut. Charles Waddilove.

FRENCH.—Barque Astrolabe, 18 guns, Commander Montravel.

Bookbinding!

Plain and ornamental, in all its various branches, executed with neatness and despatch at J. Miller and Co.'s, Bookbinders and Stationers, calle la Merced No. 31½, near the Theatre.

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 druge.

☞ 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.

For Sale, cheap.

A mahogany portable *WATER CLOSET*, a most convenient article for any family, and especially so for a sick room.

It may be seen at No. 71, Calle La Merced, formerly Cangallo, next door to the office of the Gaceta

Single Gentlemen or Families may be accommodated with board and lodging at Mrs. Mc Gaw's. No. 110 Calle de Mayo.

To Captains of Vessels.

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

Two or three gentlemen can be accommodated with furnished rooms and board. Apply at No. 145 Calle del Perú.

H. North,

Daguerreotypist, No. 145, Calle Perú,

Offers for sale his Daguerreotype apparatus Consisting of two Cameras for likenesses and two for views with a full set of appurtenances for each camera. Instructions also given in the art.

The camares are all of the first quality—specimens will be taken to show the purchaser that every thing connected with the apparatus is in good working condition. The instruments differ in size and construction, and vary in price from $1000 to $1500. Price of instruction $800. The whole may be purchased in one lot or separately: with or without instruction. Also for sale chemicals, plates, cases frames, and many other articles required in the art.

Persons wishing to have their likenesses taken by him are requested to call immediately before disposing of his apparatus.

ESTABLISHED 1845.

T. C. Helsby desires to inform his friends and the public that having just received a new and superior assortment of daguerreotype materials as well as two new cameras of the best known maker, he is prepared to take larger pictures than those generally produced here and can undertake to give satisfaction in every instance.

No. 39, Calle de la Victoria, in the altos—a large frame of specimens for inspection at the door.

Notice.

Messrs. Nicholson, Green & Co., have removed their house of business to No. 48, Calle San Martin, [formerly Calle Catedral.]

For Sale

AT NO. 42 CALLE RECONQUISTA.

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

For Sale,

The House No. 4, Calle Julio, formerly Alameda, containing 14 rooms, with every convenience. For particulars apply to Mr. Wynn, on the premises, from 10 till 4.

Also some valuable old oil paintings, books, and other articles of great value.

Grape Vines

In bearing; trained as standards, or for upright espaliers, or with long stems, for horizontal trellises. May be bought at the quinta No. 383, Calle del Temple, one square from the N. W. corner of the Parque de Artilleria.

Removal.

David Craigdallie, Cabinet Maker and House Carpenter, begs most respectfully to inform the public that he has removed from No 56 Calle San Martin to No. 114 Calle Peru, and hopes by strict attention to business to ensure a further share of their support.

Buenos Ayres, July 12, 1849.

For Sale,

The HOTEL, No. 53, Calle Mayo. For particulars apply on the premises.

To Let.

To single Gentlemen three Bed Rooms, one with fire grate, and a large parlour; also a Servant's Room if requir d. calle Maypu No. 123.

Mestizo sheep for Sale.

One or two flocks of healthy fine mestizo sheep will be sold at a low price to conclude the business as soon as possible. Likewise the land these sheep are on, can be hired on lease at a moderate rent, if wanted. For further particulars apply at the Upholstery Store of W. and P. Inglis, calle Santa Clara No. 49.

Twenty dollars Reward.

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

Two or three single gentlemen can be accommodated with furnished rooms and board by applying at No. 6 calle de la Piedad.

For London,

The very superior A. 1. British built brig

Clorinda,

Johnston, Commander,

Is now on her first voyage and is in every respect a first rate conveyance, having a considerable portion of her cargo engaged and shipping, she is warranted to have quick despatch.

For further particulars please apply to the Consignees Messrs. De Lisle Brothers & Co.

or to John Higginbothom,
Licensed Ship Broker,
20, calle San Martin

July 15th, 1849.

PASSENGERS ONLY.

For Antwerp.

The fine fast-sailing Hamburgh 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. Zimmermann, Frazier & Co., or to

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

June 21st, 1849.

FOR SAN FRANCISCO in CALIFORNIA, touching at Valparaiso.

The superior A. 1. Oriental barque

Juana Avelina,

of about 300 tons burthen, Capt. Smyley,

Will positively sail on the 25th of next month for the above ports, and can only take steerage passengers. For particulars apply to the Consignees Daniel Gowland and Co. or to

Richard Sutton, Jun., Ship Broker,
Calle Reconquista, 14.

28 June, 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 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 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 Ambrocio P. Lozica, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

For Antwerp.

The well known A. 1. Argentine Barque

"Manuelita,"

burthen 314 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 Franciso, California

Will immediately be dispatched the very fast sailing and first class American brig

Colonel Howard,

334 tons,
Capt. J. A. Durkee.

And can yet take on freight abt. 50 tons of cargo and cabin passengers.

Her accommodations are very convenient and spacious in both cabins having one amidship and an other 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 Zimmermann Frazier & Co., or to

Richard Sutton. Jun.,
Ship Broker,
La Reconquista No. 14.

June 22, 1849.

Passengers only
FOR NEW YORK.
The fine fast sailing A. 1. Swedish brig

Pilgrim,

247 tons,
Stjernberg, 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 Higginbothom
Licensed Ship Broker
No. 20 calle San Martin

June 21, 1849.

For Antwerp,

PASSAGE ONLY.
The very fast sailing, well known, very superior first class, Argentine Brig

Narcisa,

224 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 Liverpool.

The remarkably fine A. 1. clipper schooner

Light of the Harem,

167 tons register, Josiah Stephenson,

Has a considerable portion of her cargo on board, and is expected to sail in the course of ten days She has disengaged room for twenty or thirty bales.

Please apply to the consignees Messrs. Phillips, Tomkinson & Co. or to
John Higinbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

July 15th, 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, Bornefeld & Co., or to John Higginbothom,
Licensed Ship Broker.
Calle San Martin No. 20

June 21st, 1849.

FOR

San Francisco in California,

The superior A. 1. coppered and copper-fastened, very fast-sailing Hamburg barque

Adolph,

of about 300 tons,
Captain H. Reimers,

Will positively sail on the 20th of next month for the above port, and can take about 50 tons moreon freight. This vessel being new and in a first rate condition, offers an excellent opportunity to passengers who will be provided for liberally.

For Freight or Passage apply to the consignees Messrs. Becher, Preuss & Co., or to
Richard Sutton, Jun.,
Licensed Ship Broker,
La Reconquista, No. 14.

June 8, 1849.

PASSENGERS ONLY.
The very superior A. 1. French barque

"Jose,"

200 tons register.
Schmidt, Master.

Will sail for Havre de Grace, in the course of the present Month having all her cargo engaged and shipping.

This vessel has very comfortable accommodations. For further particulars please apply to the consignee Thomas Rousse Esq. or to
John Higginbothom,
Licensed Ship Broker,
Calle San Martin, No. 20.

une 21, 1849.

Passengers Only
FOR HAVANA
The fine A. 1 British brig

"Anglo Saxon,"

166 tons,
Edwin Tomlinson, Commander.

Will sail for the above port in the course of Twenty days and has comfortable accommodation for passengers.

Please apply to the Consignees Messrs. Wilfred Latham & Co., or to
John Higginbothom,
Licensed Ship Broker,
No. 20 Calle San Martin.

June 29th, 1849

Passengers only

For Falmouth and the Continent.

The very fine fast sailing A. 1. Danish brig

"Concordia",

220 tons register
E. Bock, Commander.

Is chartered to sail for the above destination and having superior accommodations, offers to passengers a first rate conveyance. Please apply to the consignees Messrs Bunge Bornefeld and Co. or to
John Higinbothom
Licensed Ship Broker
20 calle San Martin

June 21, 1849.

Passengers only,

For Philadelphia,

The very fast sailing A. 1. 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 Higginbothom,
Licensed Ship Broker.
20, Calle San Martin.

June 21, 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 light freight.

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 21st, 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.

WHOLESALE PRICES CURRENT.

REFERENCES—1 abundant, 2 scarce, 3 none, 4 falling, 5 rising, 6 flat, 7 in demand, 8 nominal, 9 last sale.

IMPORTS.

	Dols. rs.		Dols. rs.	
ALE and Porter—Duty, 54 per cent.				
London ——per doz.	—	á	60	1
French and German——do——	—	á	55	
BEES WAX—Duty, 19 per cent.				
White, per lb		á	10	
CANARY Seed—Duty, 19 p.ct.	—	á	10	
CANDLES—Duty, 19 per cent.				
Sperm——per lb.	9	á	10	
Stearine	—	á	8	
CASSIA—Duty, 28 p. ct. p. lb.	—	á	5	2
CARDS, Playing—Duty, 19. p cent.				
Spanish, fine——doz.	—	á	34	
» ordinary——doz.	14	á	16	
German——per gross	150	á	200	
Genoese	—	á	—	
CANDLEWICK—Duty 28 p. ct.				
American——arroba	—	á	110	9
English	—	á	100	
CHEESE—Duty 30 per cent.				
Dutch, round, of about 3 lbs. each, if sound	—	á	13	
Do. cream——per lb.	—	á	3	
English	—	á	4	
CHUNO—Duty, 28 p. ct., arr.	—	á	30	
CLOVES—Duty, 28 p. ct., p. lb.	—	á	8	
COALS—Duty, 5 per cent.				
Coarse——per ton on board	—	á	150	7
Blacksmith ——do——	—	á	150	1
COCOA—Duty, 5 per cent.				
Brazil ——per quintal	—	á	100	2
Guayaquil ——do——	—	á	200	
COD Fish—Duty, 28 per cent.				
Per drum of 100 lbs	—	á	130	2
COFFEE—Duty, 28 per cent.				
Havana ——quintal	—	á	160	7
Brazil ——do—	130	á	140	
DOMESTICS—Duty, 19 p. ct.				
American brown shirtings, 27 inches——per yard	8	á	9rls	
» Appleton do. 30 in. »	—	á	10½	
» India Head do. 30 » »	—	á	11	
» Appleton do. 33 » »	11	á	12	9
» Do. sheerings 36 » »	12	á	13	
» Brown drills 30 » »	—	á	12½	
» Tickings	—	á	22	
Scotch Hessians	14	á	15	
Osnaburgs	—	á	14½	2
FARINA—Duty, 28 p. ct., arr.	—	á	10	3
FLOUR—Prohibited—Price on board for re-exportation per barrel $5 Spanish				
FRUITS—Duty, 28 per cent.				
Almonds, hard shell, unshelled, per arroba	—	á	30	
Do. soft do	—	á	40	
Do. shelled do	—	á	100	
Apples, dried——per lb.	—	á	1 4	
Currants	5	á	6	
Figs, Malaga, in boxes	—	á	30	
Hazel nuts	—	á	30	
Prunes	—	á	40	
Raisins, Malaga——arroba	—	á	35	
Walnuts——do.—	—	á	36	
FIRECRACKERS, India—Duty 19 per cent.				
Per gross	—	á	2 4	3
GLASS—Duty, 19 per cent.				
Window, box	—	á	75	9
German, hollow, assorted, doz.	15	á	16	
HAMS—Duty, 28 per cent.				
English, superior	—	á	3	
American	—	á	2½	
Westphalia	—	á	3 6	
HONEY—Duty, 28 per cent.				
Per gallon	—	á	11	
IRON—Duty, 5 per cent.				
Bar and Hoop, assorted, p. cwt.	50	á	55	
Swedish	—	á	65	
LEAD—Duty, 19 per cent.				
Pig, per quintal } Sheet do }	120	á	130	
LUMBER—Duty, 5 per cent.				
American pine boards and plank, on board——per foot	—	á	8rs.	9
Baltic pine 31$ silver per 1000 feet on board				9
Pitch pine, 34$ silver per mil on board				9
Swedish pine 25 á 28$ do. p. do.				9
MANDIOCA—Duty, 28 p. ct. per arroba	—	á	30	
MATS—Spanish, duty 19 p. ct. per doz.	—	á	190	
MATTING—Duty, 19 p. cent.				
Spanish, per piece	—	á	160	
India, p. yard, 1, 1¼, 1½ yds. wide	5	á	7	
MOLASSES—Duty, 28 p. ct. Per gallon	—	á	6	
NAILS—Duty, 19 per cent.				
American, cut, per quintal	—	á	160	4
English, wrought ——do——	—	á	180	
NAVAL Stores.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass, duck, and oakum 19 per cent.				
Canvass.—American, per yard	—	á	4½	2
» English, No. 1 to 6 piece	—	á	180	4
» German	—	á	220	6
» Russian, best quality	250	á	260	6
» Do. 2nd do—	170	á	180	6
Cordage—coir,——per quintal	—	á	180	3
» Manilla——do——	—	á	300	3
» Russian——do——	180	á	200	7
Duck.—English	—	á	110	
» German	120	á	130	
» Russian	140	á	150	
Pitch.—American——barrel	—	á	70	7
» Swedish				3
Rosin	35	á	40	1
Tar—American	—	á	80	4
» Swedish	—	á	110	4
Oakum, quintal	200	á	250	4
OILS.—Duty, 28 per cent.				
Olive.—Spanish, in casks, p. arr.	—	á	55	
» » in jars of ½ arroba each	—	á	26	
» Genoese, in casks	—	á	60	
» » refined in bottles	—	á	70	
» French	—	á	85	
OLIVES.—Duty, 28 per cent.				
Seville, in kegs ——each	—	á	45	
Malaga——keg	—	á	40	
PAINTS.—Duty, 19 per cent.				
Linseed oil, in casks, per gallon	—	á	18	4
» in tins or jars p. do.	—	á	20	4
Do. boiled do——	—	á	22	4
Turpentine in tins, per gallon—	—	á	13	4
Paints in oil, assorted colours, lb.	10	á	11rs.	1
PAPER—Duty, 19 per cent.				
American, straw	—	á	7	
Spanish, florete, superior—ream	—	á	40	
» ½ do——	—	á	32	
» linen for segars	—	á	40	
Genoese, florete	33	á	34	
» ½ do——	—	á	29	
Wrapping, large size, Genoese—	—	á	22	
» medium	—	á	15	
» small	—	á	13	
Letter paper, blue	—	á	25	
» white	—	á	30	
PEAS—Duty, 28 per cent.				
Spanish (garbanzos)	—	á	30	
PEPPER—Duty, 28 per cent.				
Black——per arroba	—	á	55	
Chile, red——do——	—	á	75	
Spanish, red ——do——	—	á	90	
Do. sweet ——do——	—	á	90	
RICE—Duty, 19 per cent.				
Carolina——per arroba	—	á	25	
Brazil ——do——	—	á	19	
Piedmont ——do——	—	á	22	
SALT—Duty, 1 dol. per fanega } Cadiz & St Ubes on board per do. } Cape de Verd, do. do. }	—	á	8 1-8rs. sil.	6
Table, fine ——arroba	—	á	8	
SALTPETRE—Duty, 5 p. ct.				
SOAP—Duty, 19 per cent.				
Spanish——per arroba	—	á	50	
Marseilles——do——	—	á	45	
American, yellow ——do——	—	á	26	3
English ——do——	—	á	26	3
SPIRITS—Duty, 39 per cent.				1
Brandy, Spanish, 34 to 35 deg.	—	á	1600	
» French	—	á	1500	
» Aniseed 28 deg.	—	á	1500	
» from the Baltic 34 to 35	—	á	1250	
Gin, German in pipes, 20 deg.—	—	á	1000	
» in cases and baskets of 1 dozen jars	—	á	40	
» in demijohns of 1 gallon—	—	á	12	
» in do. of 3 gallons—	—	á	30	
Rum, New England, 140 gals.	—	á	1100	1
» Havana, (caña) 20 deg. 128 gallons	—	á	918	
» Rio Janeiro do. do.	—	á	950	
STARCH, Wheat—Duty, 28 per cent.				
Per arroba	—	á	30	9
SUGAR—Duty, 28 per cent.				1
Loaf——per arroba	—	á	50	
Crushed, refined ——do——	—	á	49	
Havana, white ——do——	—	á	36	
» brown ——do——	—	á	30	
Rio Janeiro, white campos do new				3
» brown——do——	—	á	—	3
» dark brown do——	—	á	—	3
Pernambuco, white ——do——	35	á	36	
» brown——do——	—	á	30	
Santos, white——old 30, new	33	á	30	
» brown——do——	—	á	28	
Reconcavy	—			3
TEA—Duty, 28 per cent.				1
Gunpowder and Imperial, per lb.	—	á	10	
Hyson——do——	—	á	6	
Pouchong, superior——do——	10	á	12	3
Do. inferior——do——	4	á	6	
Orange Pekoe——do——	—	á	14	
TOBACCO—Duty, 39 per cent.				4
Bahia, leaf ——per arroba	—	á	—	3
Brazil, black superior——do——	—	á	100	
Cavendish, 1st quality——do——	—	á	90	
Do. inferior ——do——				6
Maryland, leaf ——quintal	120	á	140	
Cigars, Hamburg	100	á	250	
» Havana	306	á	400	
» Regalia	—	á	700	
TWINE—Duty, 19 per cent.				
English——per quintal	—	a	600	9
India ——do——	—	á	340	1
Spanish——do——	—	á	400	1
VERMICELLI—Duty, 54 p. ct.				6
Genoese, assorted——per arrobe	—	á	50	1
Spanish do——do——	—	á	50	
VINEGAR—Duty, 39 per cent.				
French, refined double, per pipe	—	á	1000	1
Spanish ——do——do——	—	á	1000	
WINES—Duty, 39 per cent.				
Port——per pipe	—	á	4000	1
» bottles ——per dozen	—	á	200	
Lisbon, or Figueira, red	—	á	750	
» superior	850	á	900	
» white	—	á	1300	
Marseilles	—	á	600	
Malaga, sweet and dry	—	á	1280	
Catalonia	—	á	680	
Cette	—	á	620	
Sicilian	—	á	640	
Bordeaux, 1st quality, per cask	—	á	470	
» 2nd »	—	á	440	
» Façon	—	á	300	
» superior in bottles	—	á	100	
» 2nd quality	60	á	65	
Champaign, superior, dozen	200	á	300	
Muscatel	—	á	65	
YERBA—Duty, 28 per cent.				
Paraguay, best	—	á	30	

EXPORTS.

	Dols. rs.		Dols. rs.	
FEATHERS—Duty, 4 per cent.				
Ostrich, long black——lb—	10	á	11	9
» white ——do—	17	á	18	2
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	42	á	46	1
» mixed——do—	53	á	60	5
» long 18 to 24 inches do—	100	á	110	9
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal	32	á	33	9
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	52	á	58	2
Matadero, country, 25 to 30 lbs. av.	46	á	54	2
For Spain, per 35 lbs——	45	á	46	6
» North America, per do—	44	á	44½	4
Of all stake ——per do—	40	á	47	2
Salted ox, 60 lbs. av, per 60 lbs.			39	2
Do. » 63 lbs. and above do.			45	2
» cow 45 to 48 lbs. average do.			34	2
» » 48 lbs. and above do.			35	2
Horse, salted, each	24	á	26	1
» dry ——do	15	á	16	6
HORNS—Duty, 4 per cent.				
Ox——thousand	600	á	700	
Cow——do—	200	á	250	
JERKED Beef—Duty, 4 p. ct. qq.	—	á	38	5
SKINS—Duty, calf 1 dol. each } slunk calf ¼ dol. all others 4 p.ct. }				5
Calf, 3 to 12 lbs. wt., per 35 lbs.	46	a	50	3
Chincilla, per dozen				3
Goat——per do.	—	á	19rs. sil.	5
Nutria ——per lb	—	á	4 4	3
Sheep, washed, fine and ordinary——dozen	35	á	38	2 7
Do. dirty——do—	28	á	32	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	22	á	23	9
Do. melted, 1st class, do.	35	á	36	
Do. pure, 2nd class, do.	30	á	32	
Grease and tallow ——do.	27	á	29	
TONGUES, salted, dozen	—	a	10	
WOOL—Duty free.				
Ordinary, washed ——arroba	30	á	38	2
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	
Cordova, washed	25rs. sil.			7
Do. dirty				7

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

BRANDY, Mendoza and San Juan ——per barrel (silver)	—	á	12	
FRUIT.				
Apples, dried ——arroba	—	a	30	
Figs » Mendoza——do—	—	á	24	
Peaches » with the stones do—	—	á	25	
Do. » without——do—	30	á	35	
Pears » ——do—	—	á	24	
Raisins, Mendoza——do—	—	á	27	
Walnuts ——do—	—	á	35	
SOLE Leather.				
Corrientes, each, [silver]	2 44		2 6	
Paraguay——(do do)	3	á	3 2	
Tucuman, ox, each ——do—	—	á	3 4	
Do. cow » ——do—	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay, Villarica	—	á	33	1
Valles	—	á	30	
YERBA, Paraguay, superior —	—	á	52	1

MONEY MARKET.

EXCHANGE, England, in currency, á 2 9-16d. p. dol.
Do. do. in specie — á 63s. p oz.
Do. France, do. do. — á 81fs. per oz.
" Montevideo, á 1½ per cent. prem.
" Rio Janeiro, á 2 do.
" " United States — par.

The highest rate of Exchange upon England during the week, 63s. per ounce
The lowest, 63s. per do.
STOCK—Six per cent..... at par.
" Four per cent..... in proportion.
BULLION—Spanish doubloons... á 298
" Patriot... do..... 293 á 294
" Do. Dollars..... á 188
" Spanish do. & Patacones 19 á 19½
" Plata Macnquina..... 16 á 16½

The highest price of doubloons during the week 305.
The low st 293.
Permits for shipping specie, prem. per cent. 1 á 1½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	£1 per 2240 lbs.	42s.6d. p. 2240 lbs.	In box. 42s. 6d.) per 2240 In pipes 45s.) lbs.	Wool 25 á 30s Hair 30 á 35s.	nominal.
France.....	80 fs. per 900 k.	40 f. per 1000 k.	45 fs. p. 1000 k.	60 fs. p. 42 feet.	
Continent....	£4. per 2240 lbs.	£2 5s.	.....none.....	£1. 10s.	nominal.
Cadiz.....	$30 per 2000 lbs. and 10 per cent.	.....	.....none.....	.....	
United States	$10 per 2000 lbs.	$5 per 2000 lb.	..... none	$4½ per 40 feet.	
Rio Janeiro..	.....none	..... none	.....none	..... none.....	2 rls. p. 100 nominal.
Havana	.....none	.....none.....	.....none	..... none.....	6 to 7rs. per 100 lbs.

George Thomas, Responsible Editor.