BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1202.) BUENOS AYRES, SATURDAY, SEPTEMBER 8, 1849. [*Established in* 1826.]

BUENOS AYRES.

Government have purchased during the week the Danish brigantine *Estevan* and the American schooner *Adolfo*, for the purpose, it is said, of augmenting the flotil'a in the Paraná. This increase of the naval force in that quarter is ascribed to certain military movements of an aggressive nature on the part of the Paraguayan ruler, who is said to have made an inroad into the territory of the province of Misiones at present under the jurisdiction of Corrientes. Such an aggravation of offences against the Republic on the part of Signor Lopez would be little short of madness, as it would assuredly lead to the complete overthrow of that system of personal aggrandisement which he has been so long and so sedulously seeking to consolidate. In the mean time, one of the suicidal consequences attending the assumption of a hostile attitude by him is, naturally, the revocation of the boon of unrestricted commercial intercourse with the other littoral provinces, so liberally accorded to Paraguay by the general government, on the pacification of Corrientes, notwithstanding the existence of so many grievances.

On the 7th ins .the Brazilian brigantine of war Olinda was dressed out with colours and saluted with 21 guns at sunrise, 1 P. M., and sunset, in celebration of the anniversary of the independence of Brazil. The Battery Libertad, British corvette Tweed, and French barque Astrolabe, also fired salutes in honor of the day.

Bordeaux journals to the 7th of July have come to hand. The *Courrier de la Gironde* of that late states, on what it considers reliable authority, that the French army made its entry into Rome on the 3d. General Oudinot had written to his government on the 2i., from Villa-Santucci, that the municipality had presented on the night previous the preliminaries of submisson, and that the Portece and St. Pancrace gate had been thrown open to the besieging troops. The terms of the capitulation, however were not known, and in this respect a good deal of anxiety prevailed. "What," says the Paris correspondent of the *Courrier*, "will become of the Roman Constituante, which, by its decision in favour of capitulation, would appear desirous of remaining in power even after the occupation of Rome ? If the plenipotentiaries have not formally demanded its cessation it will be the cause of inextricable complications. And what will be determined upon respecting Garibaldi and his 15 or 18,000 adventurers ? Upon this point it is highly essential that our negotiators should act with great rigour. We can not treat those people with too much severity." Even should everything relating to the capitulation be satisfactorily arranged, it was feared that the difficulties of France would be only commencing, both from the widely-spread opposition among the people to the temporal power of the pope and the reluctance of his holiness, in view of the excesses of the so called liberals, to make any further concessions, in which course, it was supposed, he would be supported by Austria, Naples and Spain.

Elections were to take place in France on the 8th to fill the different vacancies in the Legislative Assembly. The moderate party, it was expected, would meet with little or no opposition.

The Baden insurgents had suffered another defeat after a desperate resistance. Their last stronghold—Rastadt— was reduced to the lowest extremity. Mieroslawski and his staff had taken refuge in Basil.

The garrison of Venice had made a successful sally, in which two Austrian generals fell prisoners.

The news from Hungary represents the termination of the war as near at hand. The Imperial authority was already re-established in two-thirds of the country, and the Hungarians are described as not having sufficient forces to withstand the combined Austro-Russian army.

The Rio Janeiro papers contain news from New York to the 7th of July.

The cholera continued to make ravages on the banks of the Missisipi, and has appeared in Philadelphia and elsewhere.

The advices from California reach to the 19th of May. In San Francisco there was constant quarrelling and fighting in the streets ; and the most intense enmity existed between the Americans and foreigners. The authority of Governor Smith was set at defiance ; and, although he was supported by the peaceable part of the community, it was thought he would abandon the post and return to the United States. He had retired on board the vessels of war with a part of his troops ; the rest had run away to the mines. The number of people working at the diggings was estimated at 8,000 ; one-half only Americans. Five dollars' worth of gold was calculated to be a day's work. A great deal of sickness prevailed at the diggings, and the labourers had besides to contend with hunger and the attacks of the wild Indians, who are very ferocious. The San Francisco market was abundantly suppied with all kinds of goods.

Mexico was again in complete revolution : the return of Santa Ana was daily expected. The district of Tobago had declared in his favour, and several others were about to follow its example. The cholera was decimating the inhabitants of the northern regions.

Since the above was in type we have been favoured with Boston papers to the 19th of July. The reports of the ravages of cholera were still of a painful nature. In New York, for example, on the 17th there were 103 cases and 52 deaths. Canada had also been invaded by the pestilence.

Nothing is said in regard to New Orleans.

According to advices from Mexico, Paredes had declared for Santa Ana. A revolution in favour of the independence of the Sierra Madre was anticipated.

We are gratified to state that the Maryland Historical Society has elected our distinguished contemporary, Don Pedro de Angelis, an honorary member of that institute.

FRANCE.

The following are the concluding paragraphs of the President's Message—

Such, Gentlemen, is a summary exposition of the actual state of the affairs of the republic. You see that our anxities are heavy, our difficulties great, and that we have many important questions to solve, domestic as well as foreign. Strong, however, in your support, and in that of the nation, I hope, nevertheless, to be able to raise myself to the level of the task by following out a clear and precise course of action

This course consists in boldly taking the initiative in all the ameliorations and in all the reforms which may contribute to the well-being of all ; and on the other hand, by repressing, by the severity of laws which have become necessary, those attempts at disorder and anarchy which prolong the public uneasiness. We will not cradle the people in illusions and Utopias, which only exalt the imagination to end in deception and misery. Whenever I see an idea which contains the germ of practical result I will cause it to be studied, and, if it be applicable, I will propose to you to apply it.

The principal mission of a republican government above all, is to enlighten, and, by the manifestation of truth, to dissipate the deceitful halo with which the personal interest of parties seeks to dazzle it. One unhappy fact reveals itself in every page of history ; it is this, that the more the evils of a society are real and patent in the eyes of men of sound judgment, the deeper a blind minority plunges in the mysticism of theories.

In the commencement of the 17th century it was not for the triumph of the insensate ideas of a few fanatics, who took the Bib'e for the text and excuse of their follies that the English people struggled for forty years—but for the supremacy of their religion.

In the same way, it was not for the ideas of Babœuf or any other chief of a sect, that society was turned topsy-turvy after '89, but for the abolition of privileges, for the division of property, for equality before the law, and for the admission of all persons to employments.

Well, then, again in our own time it is not for the application of inapplicable theories, or imaginary advantages, that the revolution has accomplished itself but to gain a government which, being the result of the will of all, may have a better intelligence of the wants of the people, and may guide the destinies of the country without any dynastic bias.

Our duty is, then, to distinguish between the false and true ideas which rise up out of a revolution ; then, when the distinction is made, one must place one's self at the head of one class, and vigorously combat the other. Truth will be found by appealing to the intelligence of all—by rejecting nothing without having studied it thoroughly—by adopting everything which shall have been submitted to the examination of competent men, and passed through the ordeal of discussion.

After what I have just stated, two sorts of laws will be presented for your approval ; the first to reassure society and repress excess ; the second, to introduce everywhere real ameliorations, amongst which I will indicate the following:—

A law upon the institutions of aids and insurances, so as to insure to the laborious classes a refuge against the consequences of the suspension of works, of infirmities, and of old age.

A law upon the reform of the mortgage system ; there must be a new institution in aid of agriculture, by bringing to it useful resources, and facilitating its loans ; this will be the prelude to the establishment of houses of credit, such as those which exist in the different nations of Europe.

A law for the abolition of collecting in kind.

A law for the defence of the poor, which is not sufficiently provided for in our legislation. Justice, which is a debt of state, and which, consequently is gratuitous, is encompassed with onerous formalities, which render all access to it difficult for poor and ignorant citizens. Their rights and their interests are not sufficiently protected. Under the empire of our democratic constitution this assembly must disappear.

Lastly, a law is in preparation, the object of which is to ameliorate the half-pay of sub officers and soldiers ; and to introduce into the law of recruitment for the army modifications of which experience has demonstrated the utility.

Independently of these projects you will have to occupy yourselves with the organic laws which the last assembly had not the time to work on, and which are the necessary complement of the constitution.

INDIA AND CHINA.

From China we learn that the entrance to the city of Canton has been refused, the emperor declining to carry out the stipulation of the treaty.

The entry of the city of Canton was a subject of negociation with Sir H. Pottinger in 1843. The island of Chusan was held by Sir John Davis six months beyond the period fixed by the treaty until the emperor renewed his engagements to comply with our demand, and, after the April expedition of 1847, a treaty was entered into between the two governments, ratified and interchanged, by which, at the fixed period of two years from the 6th of April, the city of Canton was to be open to British subjects. Great importance has therefore been given to the question ; and the authorities and people of China, both at Canton and at other ports, have looked forward to the 6th of April with intense interest.

It is understood that his excellency the governor is prevented, by the instructions from Lord Palmerston, from doing more than reporting the repudiation of the treaty to his lordship.

The governor has directed that no British subjects shall for the present attempt to enter the city, and most of the vessels of war that have assembled here have sailed for other stations.

Preparations for resistance having been made on the part of the Chinese, it is apprehended that they will, as on former occasions, attribute our passiveness to fear, and that the position of the community will not be improved.

Trade, although nominally open, is in a most unsettled state, and is likely to continue so. The injury to commerce from this cause alone, during the last two or three years, has been very serious. The Canton river and the internal waters, abound more than usual with pirates, who intercept the transit of goods and commit other outrage.

Dr. Bowring assumed charge of his duties as Consul at Canton on the 13th of April

Dates from Calcutta to May the 8th, and Bombay the 21st, have reached us. Two principal features of interest this mail supplies are, the arrival of Sir C. Napier in Calcutta on the 6th, and the capture of Appa Sahib, the pretender to the Nagpore throne, and the defeat of his troops after a very brilliant affair, by Brigadier Hampton and the Nizam's troops. Both sides fought desperately, and we regret to learn that Brigadier Hampton received a dangerous sword cut. Major Lysaght, Captain Yates, Captain Orr, and Lieut. Harrison, were also more or less wounded.

Sir Charles Napier reached Calcutta on the 6th instant, (Sunday,) and, landing about three in the afternoon, when nobody seems to have expected him, proceeded at once to Government House.

Next day, Monday, the 7th, Sir Charles was sworn in, and assumed the reins of command as head of the Indian army, and took his seat as Extraordinary Member of the Council of India. He then issued a general order, announcing the commencement of his duties, and giving sundry directions of an official nature in his new capacity.

(*Times.*)

THE COLLISION AT SEA.

Captain William Bartlett's statement of the loss of the American barque Charles Bartlett, by being run into on the 27th June, in lat. 50.49, long. 29.30, by the steamer Europa, Capt. Lott :—

"The Charles Bartlett was a first-rate ship of 400 tons register. She left the Downs from London, bound to New York, on the 14th June, with a general heavy cargo, of about 400 tons weight, and 162 passengers in the steerage, one cabin passenger, and fourteen souls of the crew ; had fine weather, with light easterly winds, up to the 19th. From that time to the 27th had S.W. and W. winds with foggy weather. At noon it cleared up a little, observed the lat. 50.48 N, and estimated the lon. at 29 W, all well on board, and everything looking prosperous. Four afternoon a dense fog set in, wind W. by S., ship heading to the N.W., close hauled, all sails set. At three o'clock ordered a good look-out from the topgallant forecastle ; also directed the man at the wheel also to look sharp to windward. At 3 30 p.m., being on the weather side of the poop deck heard a rumbling to windward like distant thunder ; turned my ear to windward and my eye to the horizon ; the man at the wheel noticing that I was listening, looked to windward and cried out 'Sail, ho.' I at once saw what I supposed was a ship about one point forward of our beam, about 400 yards distant. I ordered the helm up, thinking if she did not discover us that we should have time to clear her before she could come into contact. All hands shouted at the same time to alarm the ship, and I ordered the bell to be rung, and called to the ship to 'Port her helm,' as I saw that was the only chance of escape. There were nearly one hundred passengers on deck at the time. All this was of no avail, for in one minute from the time we saw the ship she was upon us, going at the rate of twelve knots, striking us abreast of the after main shrouds. The crash and the terrible scene which ensued, I am not adequate to describe. I was knocked to leeward with the man at the wheel ; I recovered myself in a moment, shouting for every person to cling to the steamer as their only hope ; I caught hold of a broken chain on the bow and hauled myself up, shouting at the same time to the crew and passengers to follow. I had barely time to get on the steamer's bow, and, while getting up, I noticed that her bow was into the ship within a foot of the after hatch, and that she was stove clear to the lee side, and that full 20 feet of her side was stove in. There must have been nearly 50 persons killed by the collision, and every exertion was made by Captain Lott, his officers, and crew, and the passengers on board the steamer. The boats were lowered as soon as possible ; unfortunately only about ten were saved by the boats, the balance, making thirty-three more or less, saved themselves by hanging to the bow. The steamer lay by the scene as long as there was any hope of saving any. Of the crew lost, Mr. Thomas Parker, of Charleston, S C., aged 22 years ; George Parsons, of Portland, Maine, aged 18 years ; and William Rich, of Gravesend, England, aged 25 years, were lost. A list of the passengers and crew saved will be found in the public prints. We were most hospitably entertained by the captain, officers, and passengers of the steamer.

"I will notice that all due exertion was used by Captain Lott and officers and crew of the Europa, as well as all the passengers. I particularly observed one passenger using the most noble exertions ; I saw him let himself over board and clench a man in his arms, and, finding him dead, let him go. I next saw him on the bow of a boat hauling a man from under water with a boathook, who was afterwards restored to life on board. I afterwards found that person to be Captain R. B. Forbes, of Boston. I cannot express myself as I feel for the noble and generous conduct of all on board in contributing to the wants of the surviving sufferers, and for the sympathy felt by all, particularly by the ladies.

Yours, with gratitude, "WILLIAM BARTLETT."

List of passengers saved from the wreck of the Charles Bartlett, on 27th June, 1849:—

William Cross, of Rugby destination New York lost baggage, saved 14*l.* in money.

James Miller, of London destination Michigan ; lost baggage, 45*l.* in money, 20*l.* in plate, and three watches. Lost relatives.

John Mackenzie, of London, bound to Boston, a seaman lost his baggage.

Charles Palmer, of Godstown, destination Rochester, a miller ; lost baggage and 5*l.*

Daniel Gartenman, of Germany, bound to New York, a sugar baker ; lost baggage and 10*l.*

Frederick Fuller, of London, bound to Illinois, where he has an uncle, by trade a carpenter ; lost his father, mother, and brothers. His father had a considerable sum of money in notes and gold.

Thomas Fitzgerald, of London, bound to Philadelphia, where he has a brother ; is a boot maker ; lost baggage and money.

John Hever, of Kent, bound to New York, a miller ; lost baggage and 20*l.* in money.

David Wacey, of Norfolk, destination, Vermont, a shoemaker ; lost baggage and 6*l.* in money, and saved 2*l.* 5s.

John Haffrene, of London, bound to New York, a labourer; lost baggage and 5*l.* 10*s.*
John Ticken, of Germany, bound to New York, a sugar baker; lost baggage and 12*l.*
Horace Holland, of Sussex, bound to New York, a wheelwright; lost his baggage and his share of 13*l.* which he and his partner, who is lost, had in money.
Samuel Greene, of London, bound to New York, an engineer; lost 10*l.* and watch, also his luggage.
Thomas Bryson, of London, destination Ohio; an agriculturist; lost baggage and 100*l.*
Stephen Rolfe, of London, destination, Michigan, where he has relatives; lost baggage and 78*l.* in money also 100*l.* worth of stock uninsured; is a joiner and pianoforte maker. (N. B.—Had a partner who shared in the stock.)
James Berry, of Newark, N. J., bound to New York, a seaman; lost baggage and 20*l.* in money; had been paid off from a long voyage in England.
William Gardiner, of London, bound to New York, a painter; lost baggage and 68*l.* in money.
William Gannon, of London, bound to Philadelphia, where he has a brother; lost baggage 4*l.* 8*s.*; is a bricklayer.
George Douglas, of New York, a coloured man, an American; lost clothes.
A. Carmichael, of London, bound to New York, an engine smith; lost baggage and 20*l.* Has shoulder dislocated.
James Kay, of London, bound to New York, a mason and carver; lost 3*l.* watch, and tools, valued at 3*l.* besides his baggage.
Wilhelm Barlag, a Prusian bound to New York, a sugar baker; lost his baggage and about 15*s.*
Stephen Gaspari, Mark Gaspari, [brothers,] Stephen Huseck, Joseph Huseck, and Joseph Huseck, all of Presburg, dealers in linen goods; lost money and merchandise.
Petrus Blucher, of Utrecht, merchant and distiller; lost wife and family, and all his property, about 800*l.*
P. Reity, of Germany, tailor, wounded in the arm; lost baggage and money.
Henry Stodola, a Prussian, a baker; lost baggage and money. Has a brother in New York.
Mrs. Bridget Conroy, of London, bound to Boston to join her husband there; lost baggage, two barrels, and 8*l.* in money.

Misellaneous.

"I am afraid of the lightning," murmured a pretty woman, during a thunder storm. "Well you may be," sighed a despairing lover, "when your heart is iron."

"Bill," said Bob, "why is that tree called a weeping willow?" "'Cause one o' the sneakin', plaguey things grew near our school-house, and supplied the master with switches to lick the boys with."

A lady noted for her kind feeling, on hearing that the Pope was a fugitive from Rome, exclaimed, "Poor old man, has he got any family?" On the matter being explained to her, she added, "Well, I hope he will marry now."

A Knowing One.—It is said that there is a skipper in New York, who has so often crossed the Atlantic that he knows every wave by sight.

"Ma, that nice young man, M. Saunting, is very fond of kissing." "Mind your seam, Julia; who told you such nonsense?" "Ma, dear! I had it from his own lips!"

"I wonder what makes my eyes so weak?" said an American loafer to a gentleman. "Why they are in a weak place," said the latter.

A poor henpecked husband begged his wife to get married as soon as she could after his decease; "for then," said he, "there will be one man in the world who can sympathise with me."

Why is a meritorious action like a broken key, a window with a broken sash line, and like an express train?—Do you give it up?—Because it should be re-warded, re-corded, and never re-tarded.

A butcher's wife was sitting in a private box in Drurylane at George the Fourth's coronation, when all the theatres were thrown open free to the public. An opera was being performed. She bore it very quietly for some time, till it came to a quartette, when she burst out by exclaiming "Shame!" which she kept repeating till the boxkeeper asked for an explanation. "Don't you see," she said in the greatest fury, "that the blackguards, to cheat us, are all singing together, so that they may finish their work the quicker."

To the Editor of the British Packet.

Sir,—I take the liberty to address you a few observations with reference to the celebration of the Sabbath School attached to the Methodist Episcopal Church on Sunday last.

I have had frequent opportunities in the U. S. of being present at celebrations of sabbath schools, but never did I see a more orderly, or well-behaved collection of scholars, than those attached to the above Institution. Great credit is due to the Superintendent, and all his assistants, for their endeavours to promote the moral and religious instruction of the young minds intrusted to their care. Their exertions ought to be appreciated, and I believe they are, from seeing so many happy faces among the children.

There are attached to the school about 175 children, and there were present last Sunday 150 scholars. The usual attendance is from 100 to 120 every sabbath. The Rev. Mr. Lore delivered an affectionate and impressive address adapted to their young minds, which, I have no doubt, will long be remembered by them. Several hymns were sung by the children, and questions on the Bible put to them by the superintendent were answered so promptly, that I am confident their teachers felt fully rewarded for the care and anxiety they have experienced for their moral and religious improvement.

A well wisher to Sabbath Schools.

Buenos Ayres, Sept. 4, 1849.

MARINE LIST.

PORT of BUENOS AYRES

September 1.—Wind S. S. W., at 8 30. a.m. changed to E.S.E., fresh.

Arrived, British barque Mary Queen of Scots, 286 tons, William Wilcox, from Liverpool 30th June, to Nicholson, Green & Co., with 31 casks, 9 boxes, 3 kegs and 48 bundles hardware, 4445 bars iron, 471 bundles do., 51 crates earthenware, 20 bundles machinery, 1 box jewellery, 34 bales paper, 30½ tons coal, 32 bales cloth, 16 do. woollens, 27 boxes do., 390 boxes and 204 bales cottons, 14 boxes silks, 2 casks and 2 boxes iron pots, 400 do., 1 box dressed leather, 1 do. books, 7 do. linens, 14 bales and 23 boxes merchandize.

Passengers—Messrs. Thomas Duguid, Jun., Christopher F. Woodgate, and James Smith.

British barque Napoleon, 232 tons, Alfred Edward Collas, from Cadiz 30th June, to Hughes Brothers, with 136 lasts salt.

British brig Caledonia, 204 tons, J. J. Menhennet, from Lisbon 9th June, to Plowes, Atkinson & Co., with 370 moyes salt.

Spanish polacre Josefa, 200 tons, Carlos Francisco Roses, from St. Catherine's 23d August, in ballast, to Santamaria, Llambi & Cambaceres, with 70 tons flag stones, 189 doubloons, 100 patacones.

French brig Manuelita, 197 tons, Felix Las Casas, from Bordeaux 10th July, to Llavallol & Sons.

British brig Arab, 207 tons, Hossack, from London 15th June, to Plowes, Atkinson & Co.

British brig Daring, 194 tons, Thomas Toby, from St. Ubes 17th June, to George Dowse, with 390 moyes salt, 156 malts.

French brig Perruche, 200 tons, Perraud, from Havre 18th June, to Thomas Rousse, with 231 bundles merchandize, 20 casks cheese, 300 boxes do. 35 boxes pilchards, 50 baskets champagne, 54 hogsheads refined sugar, 30,500 tiles, 500 baskets ale and porter, 100 pine boards, 40 barrels wine, 50 barrels tar.

Lubeck brig Heinrich von Gagern, 304 tons, Macling, from NewYork 1st June, to Santamaria, Llambi, and Cambaceres.

Oriental brigantine Napoleon, 150 tons, Julio Antonio Reyes, from St. Catherine's 12th ult., to Barber & Orr, with 235 bundles hardware, 59 boxes do., 210 kegs and 5 bags nails, 8 stoves, 2 baskets stove utensils, 4 pairs of bellows, 50 iron bushes, 20 anvils, 1003 iron pots, 140 braziers, 150 boxes tin, 9 bags starch, 3 barrels do., 6 do. plaster of Paris. 4 boxes mirrors, 14 do. Bordeaux wine, 14 do preserved fruits, 14 do. and 1 bale merchandize, 6 boxes brandy, 1350 alqueires fariña, 20 dozen cedar planks, 140 bags rice, 25 barrels mandioca.

September 2.—Wind N. N. E. in the afternoon changed to E., rain.

Arrived, Brazilian brigantine of war Olinda, 10 guns, Lieut. Candido José Ferreyra, from Montevideo 1st inst.

British brig Netta, 161 tons, Alexander Rattray, from Liverpool 14th June, to John Best & Brothers.

British schooner Sophia, 145 tons, William Bossustow, from Liverpool 30th June, to Wilfrid Latham & Co.

Spanish brig Eduardo, 171 tons, José Costas, from Havana 16th June, to Felipe Senillosa.

Spanish brig Delicia, 150 tons, Felipe Julia, from Barcelona 28th June, Salt Island 20th July, to Santamaria, Llambi and Cambaceres, with 49 moyes salt, 50 pipes aguardiente, 32 boxes red pepper.

Brazilian brig Duque da Victoria, 222 tons, Antonio José Ferreira, from Bahia 18th June, to Manuel Acevedo Ramos, with 1200 alqueires salt, 10 barrels vinegar, 50 pipes and 10 barrels sweet wine, 100 jars anise, 183 bags rice, 30 boxes with 48,000 cigars, 90 pipes aguardiente, 10,000 pieces of wood, 3 dozen cedar boards, 40 bags fariña, 7 barrels sugar, 400 cocoa nuts.

Brazilian brig Don Affonso, 216 tons, Francisco da Silva Avelleida, from Pernambuco 7th August, to Llavallol & Sons, with 99 pipes aguardiente, 2 half pipes do., 80 grind stones, 200 doubloons.

Belgian galliot Jean de Locquenghein, 201 tons, J. F. Van Diependael, from Rio Janeiro 4th June, St. Catherine's 24th ult, to Lezica & Co., with 116 pipes, 40 half pipes, 16 quarter casks and 28 barrels aguardiente, 50 barrels wine, 40 barrels and 600 jars gin, 121 bales and 30 boxes paper, 50 boxes absynth, 16 rolls tobacco, 8 barrels Prussian blue, 323 boxes, 49 bales and 5 casks merchandize, 200 bags rice, 149 barrels sugar, 70 barrels cod fish.

Danish brigantine Apenrade Packet, 157 tons, C. C. Wassman, from Pernambuco 27th July, to Freyer Brothers, with 25 pipes aguardiente, 430 barrels sugar.

Sardinian brig Maria Theresa, 170 tons, Bartolomé Balarino, from Bahia 3d ult, to M. A. Ramos, with 80 pipes caña, 103 barrels gin, 50 do. oil, 3 do. crude sugar, 516 barrels sugar, 25 boxes cigars, 26,800 pieces of fire wood.

September 3.—Wind E.

Arrived, H. B. M. steamer Harpy, Lieut. Hon. Francis Egerton, from Rio Janeiro 25th August, Montevideo 2nd inst.

Passenger—The lady of Martin T. Hood Esq.

H. B. M. schooner Renira, Midshipman Parry, from Montevideo 2d inst.

National brigantine Porteño, 127 tons, Vicente Grané, from Buceo 1st inst., in ballast, to Bernardo Delfino.

British brig George & Richard, 198 tons, Phillip Henry Nichols, from Glasgow 4th June, to order.

British schooner Earl of Devon, 132 tons, John James, from Liverpool 20th June, to John Galt Smith & Co.

Hanoverian brig Johanne Brons, 210 tons, John Siebolds Bonger, from Rio Janeiro 19th August, to Diego Calvo & Sons, with 269½ dozen pine boards.

Spanish barque Diana, 281 tons, Isidro Maristany, from Barcelona 2nd, Malaga 26th June, Rio Janeiro 19th August, to Llavallol & Sons, with 192 pipes and 20 half pipes red wine, 405 quarter casks sweet wine, 575 do. dry do., 100 boxes raisins, 50 do. almonds, 50 do. soap, 19 bags Spanish beans, 49 jars and 40 quarter casks oil, 100 dozen brooms, 7 pipes aguardiente, 171 barrels red pepper, 2 boxes silks, 11 half boxes almond oil, 6 boxes merchandize, 100 quarter casks wine.

Spanish barque Mercedes, 235 tons, José Oliver, from Barcelona 14th June, Rio Janeiro 19th August, to Llavallol & Sons, with 214 pipes, 40 half pipes and 40 quarter casks wine, 50 pipes and 12 half pipes aguardiente, 300 jars do., 200 boxes liqueurs, 10 do. almond oil, 19,000 cigars, 2 boxes fish, 100 do. soap, 28 bales brown paper, 60 boxes pepper, 25 do. red do., 25 do. starch, 10 bales twine, 5 boxes leeches, 1 do. chocolate, and a quantity of earthenware.

Brazilian barque Tentativa, 287 tons, Antonio Fernandez da Silva, from Pernambuco 4th August, to Antonio José Alves Pinto, with 100 pipes, 10 half pipes and 75 barrels caña, 1200 barrels sugar, 100 dry hides.

Sailed, Danish brig Delfin, 171 tons, C. H. Braun, for Ensenada, to undergo repairs.

Sardinian polacre Inocente, 149 tons, José Vallaro, for Parnaguá, in ballast, despatched by José Avegno.

Sardinian schooner Nueva Carmen, 81 tons, Domingo Machio, for Montevideo, in ballast.

September 4.—Wind N. N. E.

Arrived, American ship Ferax, 372 tons, John Hallet, from Boston 7th June, to Daniel Gowland & Co.

American barque Edward Koppisch, 249 tons, Edwin Upton, from Salem 20th July, to Daniel Gowland and Co.

Bremen ship Rebecca, 340 tons, Bunken, from Baltimore 23d June, to Becher, Preuss and Co.

French ship Lion, 359 tons J. H. Bonnet, from Bordeaux 7th July, to Thomas Rousse.

Passengers—67.

National brig Uruguay, 200 tons, Estevan Chiapparo, from Rio Janeiro 21st June, to Diego Calvo & Sons, with 37,113 feet pine lumber, 87 dozen pine boards, 27 barrels starch, 30 boxes marble, 5720 do. stones, 12 barrels lard, 20 pipes aguardiente, 268 rolls tobacco, 50 barrels tar, 45 bales cordage, 5 boxes merchandize, 5 do. wax, 2 bundles India matting.

Sardinian schooner Union, 51 tons, Louis Bonifoi, from Montevideo 3d inst.

Passengers—50.

Spanish brig Romano, 123 tons Salvador, Suri, from Barcelona 21th June, to Felipe Senillosa, with 161 pipes, 22 half do and 20 barrels red wine, 9 pipes and 30 barrels aguardiente, 50 boxes soap, 11 barrels dressed sheep skins, 6 bales twine, 400 jars oil, 1 box books, 1 do. 50 Spanish dictionaries, 12 bales cork stoppers.

Spanish polacre Esmeralda, 164 tons, José Millet, from Barcelona 23d June, Malaga 9th July to Llavallol and Sons, with 70 pipes wine, 6 do. caña, 15 do. and 10 half pipes aguardiente, 400 quarter casks sweet wine, 40 quarter casks and 80 jars oil, 100 bags Spanish beans, 2 boxes guitar strings, 63 bales white paper, 50 do. brown do. 3 boxes silks, 50 barrels red pepper, 250 boxes raisins, 80 do. soap, 6 do. dry goods, 14 bales twine and whip cord.

British brigantine William Inglis, 198 tons, Newby, from London 28th June, to John Best & Brothers.

Sailed, Belgian brig Pauline, 221 tons, J. J. Heinrichsen, for Havana, despatched by Zumaran & Treserra, with 6097 quintals jerked beef.

H. B. M. steamer Harpy, Lieut. Hon. Francis Egerton, for Montevideo and Rio Janeiro.

Sardinian brigantine Atahualpa, 121 tons, Bartolomé Dassori, for Montevideo, in ballast.

September 5.—Wind N.

Arrived, Swedish brig Siri, 290 tons, Frostedt, from New York 23d June, to Charles R. Horne. Passengers.—12.

Spanish polacre Pronta, 175 tons, Gerard Maristany, from Barcelona 31st May, Buceo 4th inst., to E. Ochoa & Co., with 9 pipes and 8 half pipes aguardiente, 1 box books 6 mats 3½ barrels oil, 11 empty pipes, 3 do. half do., 37 do. barrels, 339 doubloons.

Sardinian brig Maria, 161 tons, Juan Bautista Basallo, from Pernambuco 30th July, Buceo 3d inst., to Felix Buxareo, with 100 pipes cana, 690 barrels sugar, 50 half barrels do., 1200 coco nuts.

British barque Orion, 332 tons, Hamilton Houston, from Cadiz 20th July, to John Best & Brothers, with 190 lasts salt.

Sailed, British brig Ituna, 221 tons, Abraham Clark, for Valparaiso, despatched by Briscoe, Stewart & Co., with 225 tons coals, 1802 pine boards and planks.

Russian barque Alexander, 258 tons, J. H. Haysen, for Brazil, despatched by J. J. Kick & Co., in ballast.

September 6.—Wind N., fresh.

Arrived, French ship Parana, 256 tons, Victor Garbe, from Havre 1st July, to E. Ochoa and Co, Passenge.—12.

Sardinian lugger of war Fama, 4 guns, Com. Cesar Cerruti, from Montevideo 5th inst.

Passengers—62.

British barque Clio, 217 tons, Peter Grouchy, from Cadiz 20th July, to Nicholson Green and Co., with 130 lasts salt.

Oldenburg brigantine Gesine, 220 tons, B. Rabe, from Wilmington (U. S.) 24th June, to William Becher.

Sailed, National barque Catalina, 232 tons, J. H. N. Lubau, for Antwerp, despatched by Bunge, Bornefeld and Co., with 11,644 dry ox cow hides, 1,751 salted do. do, 46 bales wool, 34 do. horse hair 10 pipes tallow.

September 7.—Wind N.

Arrived, American ship Talma, 296 tons, John Lewin, from Boston 27th July, to Daniel Gowland & Co.

***AMOUNT OF PRODUCE** Shipped from the Port of Buenos Ayres from 1st to 31st August 1849.*

	Great Britain.	France.	Germany	Italy.	Spain.	Havana.	United States.	Brazil.	Total of August.	Total—Jan. to July.	Grand Total.
Number of vessels	11	2	6	1	1	5	6	9	41	340	381
Tonnage	2,178	447	1,347	234	130	895	1,333	1,527	8,093	73,848	81,941
Articles.											
Beef, jerked, quintals						22,598		24,565	47,163	312,831	359,994
Do. preserved, tins											
Bones	268,705							200,500	469,205	1,948,060	2,417,265
Do. tons										405	405
Feathers, bales		4	1						5	68	73
Do. arrobas										15	15
Hair, bales	67	40	75	1			26		209	1,999	2,208
Do. seroons	46		2				46		94	889	983
Do. arrobas										18	18
Hide cuttings, bales							20		20	2,283	2,303
Hides, ox and cow, salted	30,855	6,975	9,835	2,500		60	5,194		55,419	648,746	704,165
Do. do. dry	7,548	7,756	62,842	8,010	8,162	290	51,301	2,594	148,503	1,384,842	1,533,345
Do. horse do	589		500						1,089	18,851	19,940
Do. do. salted	18,815								18,815	93,934	112,749
Horns ox and cow	65,750	13,600	38,500	4,000		5,036	18,880	11,175	156,941	1,214,148	1,371,089
Skins calf, bales										336	336
Do. do. dozens										75	75
Do. deer, bales										21	21
Do. do. dozens											
Do. goat, bales										75	75
Do. do. dozens										28	28
Do. do. bundles											
Do. nutria, bales										1	1
Do. do. dozens										28	28
Do. sheep bales	15	49	16				24		104	1,753	1,857
Do. do. dozens											
Do. slunk calf, bales										72	72
Do. do. dozens										629	629
Tallow, pipes	929	121¼						27	1,077¼	13,763	14,840¼
Do. boxes	4,473	678	195			170		70	5,586	29,878	35,464
Do. seroons										1,907	1,907
Wool, bales	122	66	254				509		951	18,556	19,507
Do. seroons	184						23		207	2,786	2,993
Do. arrobas											

Spanish brig Unico, 168 tons, Pablo Roig, from Barcelona 5th July, Buceo 6 th instant, to Santamaría, Llambi & Cambaceres, with 80 mats 28 pipes and 32 half pipes red wine, 15 pipes Spanish brandy, 40 do and 10 half pipes do do of 35 degrees, 30 pipes and 10 half pipes aniseseed brandy, 300 jars do, 40 barrels oil, 100 bales brown paper, 8 bags red pepper, 17 bags sweet do, 1000 strings garlic, 1 box leeches, 78 doubloons.

Sailed, Sardinian polacre Union, 251 tons, José Maria Costa, for Genoa, despatched by José Avegno, with 8302 dry ox and cow hides, 1401 salted do. do., 6100 horns, 370 dry horse hides, 4 bales wool.

American barque El Dorado, 182 tons, Etchbergin, for Rio Janeiro, despatched by Zimmermann, Frazier & Co., with 700 fanegas salt, 1 bale horse hair.

Brazilian brig Confianza, 208 tons, Tomas Ferreira, for Brazil, despatched by José Coelho Meyrelles, in ballast.

The following are the manifests of the undermentioned vessels arrived last week—

"Oriole."—354 barrels rice, 33 boxes soap, 100 kegs nails, 20 bales cloves, 20 do. cinnamon, 30 barrels turpentine, 50 do. tar, 40 do. pitch, 30 do. rosin, 50 boxes matches, 30 do. lard, 48 boxes tobacco, 1 small do. do, 25 eighth boxes do., 2 boxes cigars, 3500 cigars, 9000 shingles, 132 bales domestics, 10 boxes do., 4 do. merchandize, 490 barrels flour, 1130 boxes tea, 20 do. biscuit, 20 kegs do., 50 boxes starch, 4 do. straw hats, 50 bags pepper, 100 pieces canvas, 2 hogsheads leaf tobacco, 240 pieces silk handkerchiefs, 6 bales tickings, 2 do. white flannel, 1 do. yellow do., 3 boxes silks, 1 do. prints, 2 boxes and 20 kegs butter, 20 demijohns whiskey, 20 kegs soda, 25 barrels pilot bread, 2 barrels Florida water.

"Otter,"—2099 bars, 810 bundles and 40 plates iron, 41 boxes, 38 casks and 3 kegs hardware, 6 boxes and 16 casks medicine, 20 tons coal, 217 pieces asphaltum, 10 bales canvas, 3 iron boilers, 19 boxes lace, 1 do. silks, 31 bales and 1 case cloth, 9 bales, 8 boxes & 50 bundles linens, 266 bales and 438 boxes cottons, 1 box bonnets, 33 bales, 2 bundles and 63 boxes merchandize.

Vessel Spoken.

British barque "John Patchett," from Gibraltar, bound to Valparaiso, out 35 days, in lat. 31° 21' S., longitude 42° W., by the Napoleon arrived here on the 1st inst. from Cadiz.

The British brigantine Dove, Capt. Lawson, which sailed from Liverpool on the 10th May, bound to California, entered this port the day before yesterday in the afternoon. She experienced a severe gale on the 26th July in lat. 46° S., long. 48° W., which unshipped her foremast, causing other damage in her yards and upper works. Being unable to proceed on her voyage she was obliged to put in to this port. Although, as we are informed, she makes no water, nor is it supposed her cargo has sustained any damage, we think she will have to be discharged in order to be repaired.

[Montevideo *Comercio*, Aug. 31.]

SHIPPING MEMORANDA.

The following vessels had arrived hence in the United States.

At Boston—in June, Eliza Taylor. In July, Bassermann.

At New York—In July, Dorothea, Austin, Meta, Spartan, Favourite.

The American barque *Edward Koppisch*, Captain Edwin Upton, which arrived here on the 4th inst., has made the round voyage hence to Salem and back in the remarkably short period of 104 days, having sailed hence on the 23d of May last.

DIED.

Suddenly, in the country, on the 30th ult., Mr. William Ramadge, aged 53 years, a native of Edinburg.

His remains were conveyed to the place of interment in the British Cemetery on the 1st inst.

On the 3d inst., Judith, the wife of Mr. Michael Heavy.

This excellent woman fell a victim to her charity towards many of the poor emigrants lately arrived in this country; and the large concourse that accompanied her remains to the Recoleta shewed the esteem in which she was universally held.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday 53
Sunday 54
Monday 56
Tuesday 60
Wednesday 63
Thursday 67
Friday 76

Advertisements.

Just Published,

The Child's First Book, price 1$. For sale at W White's, Calle la Merced, No. 89½.

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200 to 300 dozen of salted dried Tongues, at a very moderate price, for Sale in Calle de Buen Orden, No. 172.

Notice.

The Proprietors of the British Subscription Library are particularly requested to attend a general meeting on Wednesday evening, 12th inst, at 8 p.m., at the Library Calle San Martin [formerly Catedral] for the purpose of transacting important business relating to the Institution.

J. C. THOMPSON, Treasurer.

Buenos Ayres, Sept. 6, 1849.

Notice.

The undersigned take this opportunity of announcing to their friends and the public in general that they have opened a Wholesale Grocery Store at No. 144 Calle Piedad, formerly a leather store, where all articles in said line will be sold at very moderate prices.

Buenos Ayres, 8th September, 1849.

Patrick Bookey and Co.

SALE BY AUCTION,

BY THOMAS GOWLAND.

By order of H. B. M. Consul.

On WEDNESDAY 12th inst., at 12 o'clock, opposite to Mr. Fleming's store on the Alameda. Will be sold by Public Auction. Her Britannic Majesty's schooner "Renira," of 70 tons, complete, with rigging, sails, anchors, stores, boat, &c., &c.—her services being no longer required. She is in good condition and ready for immediate employment, having recently had a thorough refit, when she was supplied with new rigging and sails.

She is laying in the Inner Harbour and may be inspected, and the inventory of stores, &c. seen at any time.

Daguerreotype Portraits.

Mr. WILLIAM WESTON has the honor to announce to his friends and the public that he has removed his daguerreotype establishment from the altos which he formerly occupied in Calle Victoria, No. 63, to the altos No. 166 of the same street, recently occupied by Messrs. Udall and Champlain, having bought the splendid stock of materials and apparatus which those gentlemen brought with them from North America, and having adopted the new system introduced by them by means of which he is enabled to produce a superior class of pictures to those taken by any other process in this city, he confidently invites all ladies and gentlemen who wish to procure a faithful likeness and a perfect Daguerreotype to visit him at his rooms between the hours of 10 in the morning and 4 in the afternoon, where he trusts to give them perfect satisfaction.

☞ No. 166, CALLE DE LA VICTORIA. ☜

Capt. Peterson of the Danish brigantine Louise, will not be responsible for any debts contracted by his crew. From the same vessel a young man escaped with a large pitch pine boat, painted black with a white stripe. Any person that should have seen this boat and be able to deliver it to the Captain of the Port will be rewarded for so doing.

Buenos Ayres, 7th of September, 1849.

Port & Madeira Wines

For Sale at No. 12, Calle Santa Rosa, at $160 per dozen, both of superior quality.

Wanted,

A STEWARD who understands his business thoroughly. None need apply who cannot bring good reference. Apply at No. 78, Calle San Martin.

The firm of Brownell, Stegmann & Co., having terminated with the retirement of C. Stegmann, the business will henceforward be conducted in this city under that of Brownell's, & Co., with whom remain the liquidation of the late partnership concerns.

Buenos Ayres, 8th Aug., 1849.

Claudius Stegmann.
pr. pro. of Charles and George Brownell.
John Ludlam.

Wanted, for a merchant's office, a youth, who writes a good hand. Apply at 59, calle Mayo.

FOR MARSEILLES AND GENOA.

The very superior A. 1. Sardinian brig

Constante,

138 tons register,
Thomas Seguesa, Commander,

Has only disengaged room for a few tons of freight, and her cargo being in course of shipment, she will have quick despatch. Please apply to the Consignees Messrs. Llavallol & Sons, or to

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

31st August, 1849.

For Antwerp.

The fast-sailing, coppered and copper fastened Belgian Schooner brig.

KAREL,

of 104 tons, Captain F. P. Divourt.

Having the greater part of her cargo engaged, will soon be dispatched,

For freight please apply to the consignee Louis Winter Esq or to

Richard Sutton Jun.,
Licensed Ship Broker,
No. 14 Calle la Reconquista.

For London,

The remarkably fast sailing, and in every respect, very superior A. 1. British built brig

Dromo,

178 tons per register,
Thomas Houghton, Master.

Has a large proportion of her cargo already engaged and going on board.

She is a very small carrier, and will have very quick despatch.

For terms of freight or passage, 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

Sept. 1st, 1849.

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.			
June 12	Brig Vuelta de Obligado, Paulsen	233	Louis Winter	Antwerp.
" 16	Brig General Belgrano, Juan Garrido	196	Santa Maria, Llambi & Cambaceres	Havana.
" 16	Brig Concordia, Bock	218	Bunge, Bornefeld & Co.	Antwerp.
July 2	Brigantine Suerte, Juan B. Vallaro	124	Bernardo Delfino	
" 26	Brig Mentor, J. C. Nielsen	160	Jacob Paravicini	
" 31	Schooner Luisa, José Muratore	121	Carlos Galeano	Buceo.
Sept. 3	Brigantine Porteño, Vicente Grané	127	Bernardo Delfino	
" 4	Brig Uruguay, Estevan Chiapparo	260	Diego Calvo & Sons	
	BRITISH			
June 30	Brig Clorinda, William Johnson	268	De Lisle Brothers and Co.	London.
July 4	Brig Alice, Phillip Tocque	156	De Lisle, Brothers & Co.	London
" 13	Barque Vanguard, William Garwood	301	Bates, Stokes and Co.	London.
" 13	Brig Gauntlet, John Pressly	206	John Best & Brothers	Liverpool.
" 13	Brig Susan, Robert Law	183	Briscoe, Steward and Co.	London.
" 17	Brig Hermione, R. Chenoweth	180	Barber and Orr	England.
" 18	Barque William Peile, William Scott	279	John Best & Brothers	Liverpool.
" 26	Brig Adam Smith, David Gourley	220	Nicholson, Green & Co.	Liverpool.
" 28	Brig William Bayley, William Teasdale	198	R. and J. Carlisle and Co.	England.
August 2	Brig Alciope, Bennett	199	Briscoe, Steward & Co.	Liverpool.
" 4	Schooner Trout, William Barret.	58	Bates, Stokes & Co.	
" 8	Barque G. F. D.	356	Thomas Duguid & Co	Cape de Verds.
" 8	Brigantine Merchant, William Kendal	184	Turner & Co.	England
" 10	Brig Dromo, Thomas Houghton	178	Thomas Duguid & Co.	London.
" 12	Barque Ann Best, Angus Cheyne	335	John Best and Brothers	
" 15	Barque Melody, John Hooper	252	Hughes, Brothers	England.
" 15	Brig Maid of Erin, William Harry	185	Hughes Brothers	England.
" 22	Brig Minstrel Boy, H. Lewis	244	Wilfred Latham & Co.	
" 23	Brig Elizabeth, Weatherley	176	Drabble, Brothers and Co.	
" 27	Barque Chapmans, David Guthrie	281	De Lisle, Brothers & Co	Liverpool.
" 30	Barque Otter, Hudson Brough	190	Bates Stokes and Co.	
Sept. 1	Barque Mary Queen of Scots, Wm. Wilcox	286	Nicholson, Green & Co.	
" 1	Barque Napoleon, Alfred Edward Collins	232	Hughes Brothers	
" 1	Brig Caledonia, J. J. Menhennet	204	Plowes, Atkinson & Co.	
" 1	Brig Arab, Joseph Hossack	207	Plowes, Atkinson and Co.	
" 1	Brig Daring, Thomas Toby	194	George Dowse	
" 2	Brig Netta, Alexander Rattray	161	John Best & Brothers	England
" 2	Schooner Sophia, William Bosustow	145	Wilfrid Latham and Co.	
" 2	Brig George & Richard, Philip H. Nichols	193	To order	
" 2	Schooner Earl of Devon, John James	132	John Galt Smith & Co.	
" 4	Brigantine William Inglis, Newby	198	John Best and Brothers	
" 5	Barque Orion, Hamilton Houston	332	John Best & Brothers	
" 6	Barque Clio, Peter Grouchy	217	Nicholson, Green & Co.	England.
	AMERICAN.			
July 23	Barque Southerner, W. J. Clark	340	Zimmermann, Frazier & Co	Valparaiso & California.
August 8	Barque Tiberius, Luther Hurd	299	Samuel B. Hale	Boston.
" 10	Brig Palos, D. F. Hatch	276	Samuel B. Hale	Boston.
" 15	Barque Frances Partridge, Joseph Broughton	264	Zimmermann, Frazier & Co	
" 15	Brig A. Hayford, John Smith	187	To order	United States.
" 16	Brig Colonel Howard, John A. Durkee	332	Zimmermann, Frazier & Co.	
" 29	Barque Oriole, Stump	225	Zimmermann, Frazier & Co.	
Sept. 4	Ship Ferax, John Hallett	372	Daniel Gowland & Co.	
" 4	Barque Edward Koppisch, Edwin Upton	249	Daniel Gowland and Co.	
	DANISH			
June 29	Brigantine Glaukus, Peter Jordt	13[illegible]	Egg, Krutish and Co.	
July 16	Brig Condor, F. Trelisen	15[illegible]	Charles R. Horne	
" 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	
" 30	Brigantine Fortuna, H. Junge	150	Zimmermann, Frazier & Co	Philadelphia.
August 1	Brig Mentor, Matthiesen	150	Freyer Brothers	New York.
" 11	Brigantine Louise, N. Petersen	130	Egg. Krutish and Co.	
" 15	Brigantine Helene, J. Mahnke	130	Bunge, Bornefeld & Co.	Valparaiso.
" 26	Barque Aladin, B Moller	248	Nelson Hartwig	
Sept. 2	Brigantine Abenrade Packet, J. P. Hemmet	157	Freyer, Brothers	Falmouth for orders.
	FRENCH.			
February 1	Barque Jeune France, Pannier	318	Despuy	Havre.
July 10	Ship Rio, De Souza	224	Dunoyer and Co	Havre.
" 16	Pol. barque Nouveau Provençal, J. Sigalars	205	Marius Laplane	Marseilles.
" 21	Barque Paquebot de la Plata, C gneau	18[illegible]	Llavallol and Sons	Havre.
" 23	Barque Caraquena, Degrand	180	Zimmermann, Frazier & Co.	Cette.
August 11	Brig Euphrasie, Lagrange	158	Manuel Lopez	Marseilles.
" 11	Barque Anna, Lecomte	247	E. Ochoa & Co.	Havre.
Sept. 1	Brig Manuelita, Felix Las Casas	197	Llavallol and Sons	
" 1	Brig Perruche, Perraud	200	Thomas Rousse	
" 4	Ship Leon, J. H. Bonnet	359	Thomas Rousse	
" 6	Ship Paraná, Victor Garbe	256	Enrique Ochoa & Co	
	SPANISH.			
June 7	Brig Emprendedor, Juan Molins	244	Santa Maria, Llambi & Cambaceres	Havana.
" 25	Polacre Lince, José Sensat	183	Freyer Brothers	Cadiz
July 2	Barque Joven Mariana, Bartolomé Segui	252	Manuel Murrieta	Havana.
" 18	Schooner Pepa, Marcelino Domingo de Soto	136	Llavallol & Sons	Do.
" 24	Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	Do.
" 26	Barque Sufrida, Pablo Font	253	E. Ochoa & Co	Do.
August 8	Polacre Morenilla, Sebastian Urizar	140	Zumaran and Treserra	Do.
" 10	Brig Tomas, Pedro Roses	202	E. Ochoa and Co.	Cuba.
" 11	Brig Arrogante Emilio, Juan Tomas Sandeliz	275	Llavallol and Sons	Havana.
" 12	Brig Palamos, Cabruja	201	E. Ochoa & Co	Cuba
" 14	Brigantine Barones, Gerardo Maristany	125	Felix Buxareo	Havana
" 15	Barque Lidia, Antonio Vila	180	Felix Buxareo	Do.
" 30	Barque Maria Clotilde, M A. Larrachaga	430	Diego Calvo and Sons	Pacific.
Sept. 1	Polacre Josefa, Carlos Francisco Roses	200	Santamaria, Llambi and Cambaceres	
" 2	Brig Eduardo, José Costas	171	Felipe Senillosa	
" 2	Brig Delicia, Felipe Julia	15[illegible]	Santa Maria, Llambi & Cambaceres	
" 3	Barque Diana, Isidro Maristany	281	Llavallol & Sons	
" 3	Barque Mercedes, José Oliver	235	Llavallol and Sons	
" 4	Brig Romano, Salvador Suri	123	Felipe Senillosa	
" 4	Polacre Esmeralda, José Milliet	164	Llavallol and Sons	
" 5	Polacre Pronta, Gerardo Maristany	175	E. Ochoa and Co.	
	BRAZILIAN			
March 25	Barque America, Antonio P. da Costa	216	Manuel Acevedo Ramos	Brazil.
August 4	Brig Confianza, Thomas Ferreyra	208	José Coelho Meyrelles	
" 11	Brign. Viajante, Alejandro Antonio Soares	145	Juan Geronimo Martinez	
Sept. 2	Brig Duque da Victoria, Antonio José Ferreira	222	Manuel Acevedo Ramos	
" 2	Brig Don Affonso, Francisco da Silva	216	Llavallol and Sons	
" 3	Barque Tentativa, Antonio Fernandez da Silva	287	Antonio Jose Alves Pinto	
	ORIENTAL.			
August 8	Barque Entreriana, Francisco Truco	200	Adolfo Mancilla and Co.	Brazil
Sept. 1	Brigantine Napoleon, Julio Antonio Reyes	150	Barber & Orr	Buceo.
	SARDINIAN.			
Feby. 25	Bombarda Jesus y Maria, Gaggino	46	To order	
May 18	Polacre Union, José Maria Costa	251	José Avegno	Genoa.
June 5	Barque S. Michele, Angel Cichero	281	Llavallol & Sons	Marseilles & Genoa
" 16	Brigantine Robusto, Pablo Balaro	100	B Viale	
" 24	Zumaca El Italiano, José Pozzo	87	Llavallol and Sons	
" 26	Polacre Consolacion, Estevan Bossi	126	Jose Avegno	Genoa.
July 10	Polacre Rostand, Francisco Morice	280	José Avegno	California.
" 22	Brig Cesare, Simon Fidanza	130	Lezica & Co.	
August 2	Brig Constante, Thomas Segueza	138	Llavallol and Sons	Marseilles
" 4	Brig Eridano, Manuel Gotuzzo	10[illegible]	Adolfo Mancilla and Co.	Brazil.
" 10	Brig Espresso, Agustin Ferraro	241	Adolfo Mancilla, and Co.	Discharging.
" 11	Polacre Italia, Juan B. Chiapparo	125	Diego Calvo and Sons	Rio Janeiro
" 15	Brig Gentil Fanny, Juan Gattino	223	Jose Avegno	Marseilles & Genoa.
" 19	Polacre Bibiana, Manuel Risso	121	To order	Brazil.
Sept. 2	Brig Maria Theresa, Bartholomé Balarino	17[illegible]	Manuel Acevedo Ramos	
" 5	Brig Maria, Juan Bautista Basallo	164	Felix Buxareo	
	BREMEN.			
August 26	Barque Johanna, D. Jachens	292	Zimmermann, Frazier & Co.	
Sept. 4	Ship Rebecca, Bunken	340	Becher, Preuss and Co.	
	HAMBURG.			
May 19	Barque Mercurius, Nicholas Suhr	226	Bunge, Bornefeld & Co.	New York.
July 28	Brig Alcyon, F. F. Sinn	183	Zimmermann, Frazier & Co	Baltimore
	SWEDISH.			
August 2	Brigantine Rapide, S. M. Zichu	134	George Dowse	
Sept. 5	Brig Siri, Frostedt	290	Charles R. Horne	
	BELGIAN.			
July 16	Brigantine Karel, F. P. Divourt	104	Preussein and Co	Antwerp.
Sept. 2	Gal. Jean de Locquenheim, J. F. Van Diependael	20[illegible]	Lezica and Co.	
	HANOVERIAN.			
August 30	Brig Diligentia, Ruyl	237	Corti Francischelli and Co.	Antwerp
Sept. 3	Brig Johanne Brons, John Siebolds Bonger	210	Diego Calvo & Sons	
	PORTUGUESE.			
July 28	Barque Linda Flor, Antonio José da Silva	176	Manuel Acevedo Ramos	
	LUBECK.			
August 8	Brig Nautilus, G. Steffen	246	Thomas Rousse	
Sept 1	Brig Heinrich von Gagern, Macing	304	Santa Maria, Llambi & Cambaceres	
	DUTCH			
June 15	Brigantine Maria Sophia, van Gyzel	196	Bunge, Bornefeld & Co.	Antwerp.
" 25	Galliot Eliza, H. G. Borchers	19[illegible]	Edmund Mackinlay & Co.	Antwerp.
August 10	Brig Boreas, Albert Messen	237	Bunge, Bornefeld & Co.	Batavia.
" 29	Galliot Plata, John H. Henning	175	Bunge, Bornefeld and Co.	Antwerp.
	OLDENBURG.			
Sept. 6	Brigantine Gesine, B. Rabe	220	William Becher	

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Sloop of war Tweed, 20 guns, Commander Rt. Hon. Lord Francis Russell.
Brigantine Kestrel, 3 guns, Lieut. Henry Baker.

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

BRAZILIAN.—Brigantine Olinda, 10 guns, Lieut. Candido José Ferreira.

SARDINIAN—Three masted schooner Fama, Lieut. Cesar Cerruti.

For Philadelphiá.

Pasengers Only

The very fast sailing, first class, coppered and copper fastened Danish brig

Condor,

157 tons

Captain T. Trellsen.

Will sail shortly, having all her cargo engaged, and can accommodate passengers in the best manner.

For terms of passage, apply to

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

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.

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 and repaired with despatch and regulated by Solar observations.

Notice to the public.

The undersigned has removed his Carpenter's Shop from Calle Sta. Rosa, near the Post Office, to the wood yard No. 50, Calle de Mexico, from the Cuartel de Restauradores half a square towards the Camp; where all orders for furniture or house carpenter's work will be duly attended to.

The undersigned has on hand a good assortment of mahogany in planks, boards and veneers, Russian and American pine of all classes, and Brazil wood of the best quality, all at the lowest prices.

Buenos Ayres, 23d August, 1849.

JOHN Mc KIERNAN.

Joseph W. Romano,

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

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

Medical prescriptions dispensed with due care.

Medical chests fitted out.

Country orders executed with prompt despatch, and genuine drugs.

☞ Cloroform, pure, direct from England.

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

English Stationery.

An assortment of the above on sale at No. 56 calle Reconquista (formerly Paz) comprising letter, copying and office papers, account books, sealing wax, wafers, steel pens, quills, rulers, envelopes, ink, bills of lading, and bills of exchange in English and Spanish, &c., &c.

☞ *No. 6, Calle de la Piedad.*

Single Gentlemen can be accommodated with furnished rooms and board by applying at No. 6, Calle de la Piedad.

Wanted, by a young Man, who can give satisfactory reference, a situation as Mayordomo or Capataz of an Establishment or Estancia in the Country. Address to No. 3, calle de Mayo.

For Sale,

A small house, in Calle de Santa Fé, No. 69, with four rooms, a well, different fruit trees, and a collection of plants, the premises comprising seventeen yards front and twenty six in depth.

For further particulars apply on the premises.

For Sale.

An establishment in the district of Ranchos, consisting of about a square league of very superior land, with a good brick house. galpon, plantations, &c. A flock of fine mestiza sheep, and a troop of mares may also be included, if the purchaser so incline.

For further particulars apply at the Barraca de los Andes.

FOR SALE,

The whole, or any part, of a very extensive and choice selected Library, embracing almost every branch of literature—also a variety of illustrated works and gems of art of the highest order for the drawing room table—the whole quite new and in splendid extra gilt bindings.

Apply at No. 47 Calle de la Victoria.

Barraca de la Atalaya.

The undersigned beg leave to imform the Commercial Public that they have rented the above named Premises, for the transaction of Barraca business in all its branches, under the firm of Edward Newton. & Co.

Its situation on the bank of the Riachuelo, its vicinity to the Barraca bridge, superior press, and ample stores strongly recommend it, and the subscribers offer their best exertions for the interest of those who may employ them.

(Signed) Edward Newton.
Francis W. Reynolds.

Buenos Ayres, August 24th, 1849.

Pannus Coriam Blucher-Botines and Shoes.

JUST received per brig "William Bayley," from Liverpool, and for Sale at D FLEMING'S, No. 17, Calle La Defensa, a small assortment of men's Blucher botines, and Wellington shoes, manufactured from the Pannus Coriam or Leather Cloth, recently invented in England as a substitute for and imitation of the finest calf leather. They are highly recommended for general wear on account of their softness and durability and invaluable to those who suffer from corns, bunions, or tenderness in the feet.

To Captains of Vessels, &c.

All sorts of naval stores, spars, paints, and paint oil, at the lowest prices, to be had at Messrs. V. Casares & Sons, close to the Custom House.

Francisco Xavier Muñiz, M.D.

Offers to the public his professional services as Physician and Surgeon.

Calle San Martin, No. 182.

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

To Let,

A small house situated in Calle del Paraguay No 76 Apply at No. 143, Calle Reconquista, [formerly Paz.]

FAMILY & COMMERCIAL HOTEL,

CALLE DE MAYO, No. 53,

The well known stand formerly occupied by Zwingen and latterly by Gatliff, is now taken and managed by Simon Dodge, who hopes by diligent and prompt attention to business to merit a share of public patronage.

This Hotel commands an extensive view of the Harbour and Alameda, has an excellent telescope and every convenience necessary for the accommodation and comfort of Masters of vessels particularly, and all who may favour him with their custom.

Buenos Ayres, Aug. 28th, 1849.

For Liverpool.

The well known regular trader A. 1. British brig

"Alciope,"

199 tons,

Bennet, Commander.

Has already engaged a considerable portion of her cargo, will be ready to receive in a few days and is warranted to have quick despatch.

For rates of freight please apply to the consignees Messrs Briscoe and Co., or to

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

August 10th, 1849.

FOR MARSEILLES & GENOA.

The very superior, new, A. 1, coppered and copper fastened Italian brig

Gentil Fanny,

223 tons per Register,

Captain John R. Gaggino,

Is a splendid new vessel, now on her first voyage and sails remarkably fast. She has a considerable part of her cargo engaged, and will have good despatch.

For terms of freight, or of passage, her accommodations being very spacious and comfortable, apply to her consignee Sr. Dn. Jose Avegno or to

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

September 1, 1849.

WHOLESALE PRICES CURRENT.

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

IMPORTS.

Article	Dols. rs.		Dols. rs.	
ALE and Porter—Duty, 54 per cent.				
London ——per doz.	55	á	60	1
French and German——do—	45	á	50	
BEES WAX—Duty, 19 per cent.				
White, per lb		á	10	
CANARY Seed—Duty, 19 p.ct.	—	á	25	
CANDLES—Duty, 19 per cent.				
Sperm——per lb.	—	á	—	3
Stearine	—	á	—	3
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	90	9
English	—	á	90	
CHEESE—Duty 39 per cent.				
Dutch, round, of about 3 lbs. each, if sound	—	á	12	
Do. cream——per lb.	—	á	3	
English	—	á	4	
CHUÑO—Duty, 28 p. ct., arr.	—	á	30	
CLOVES—Duty, 28 p. ct., p. lb.	6	á	7	
COALS—Duty, 5 per cent.				
Coarse——per ton on board	—	á	130	4
Blacksmith——do	—	á	130	1
COCOA—Duty, 5 per cent.				
Brazil——per quintal	—	á	100	6
Guayaquil——do	—	á	170	6
COD Fish—Duty, 28 per cent.				
Per drum of 100 lbs	150	á	170	2
COFFEE—Duty, 28 per cent.				
Havana——quintal	125	á	130	7
Brazil——do	115	á	120	
DOMESTICS—Duty, 19 p. ct.				
American brown shirtings, 27 inches——per yard	—	á	8rls	
» Appleton do. 30 in. »	9	á	9½	
» India Head do. 30 » »	9	á	9½	
» Appleton do. 33 » »	10	á	10½	9
» Do. sheetings 36 » »	—	á	11	
» Brown drills 30 » »	—	á	12	
» Tickings	—	á	22	
Scotch Hessians	—	á	14	
Osnaburgs	—	á	14½	2
FARINA—Duty, 28 p. ct., arr.	—	á	10	3
FLOUR—Prohibited—Price on board for re-exportation per barrel $5 Spanish				
FRUITS—Duty, 28 per cent.				
Almonds, hard shell, unshelled, per arrobe	—	á	30	
Do. soft do	—	á	40	
Do. shelled do	—	á	100	
Apples, dried——per lb.	—	á	1 4	
Currants	5	á	6	
Figs, Malaga, in boxes	—	á	30	
Hazel nuts	—	á	30	
Prunes	—	á	40	
Raisins, Malaga——arroba	—	á	35	
Walnuts——do.	—	á	36	
FIRECRACKERS, India—Duty 19 per cent.				
Per gross	—	á	2 4	3
GLASS—Duty, 19 per cent.				
Window, box	—	á	65	9
German, hollow, assorted, doz.	15	á	16	
HAMS—Duty, 28 per cent.				
English, superior	4	á	5	
American	—	á	2 4	
Westphalia	—	á	3 6	
HONEY—Duty, 28 per cent.				
Per gallon	9	á	10	
IRON—Duty, 5 per cent.				
Bar and Hoop, assorted, p. cwt.	50	á	55	4
Swedish	—	á	65	
LEAD—Duty, 19 per cent.				
Pig, and sheet per quintal	120	á	130	
LUMBER—Duty, 5 per cent.				
American pine boards and plank, on board——per foot	—	á	4½rs.	4
Baltic pine 37½$ silver per 1000 feet on board.				9
Pitch pine, 40$ silver per mil on board.				9
Swedish pine 25 á 28$ do. p. do.				6
MANDIOCA—Duty, 28 p. ct. per arroba	25	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	—	á	7	
MOLASSES—Duty, 28 p. ct.				
Per gallon	—	á	5	
NAILS—Duty, 19 per cent.	—	á	115	4
American, cut, per quintal	—	á	170	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	7
» English, No.1 to 6 piece	—	á	175	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	1
» Swedish				3
Rosin	35	á	40	1
Tar—American	—	á	60	4
» Swedish	—	á	105	4
Oakum, quintal	—	á	200	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	60	
» French	—	á	75	
OLIVES.—Duty, 28 per cent.				
Seville, in kegs——each	—	á	45	
Malaga——keg	—	á	35	
PAINTS.—Duty, 19 per cent.				
Linseed oil, in casks & tins, per gal.	16	á	18	1
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	6	á	7	
Spanish, florete, superior—ream	—	á	45	
» ½ do	—	á	32	
Genoese, florete	33	á	34	
» ½ do	—	á	29	
Wrapping, large size, Genoese	—	á	18	
» medium	13	á	15	
» small	10	á	13	
Letter paper, blue	—	á	25	
» white	—	á	30	
PEAS—Duty, 28 per cent.				
Spanish (garbanzos)	—	á	25	
PEPPER—Duty, 28 per cent.				
Black——per arroba	—	á	45	
Chile, red——do	—	á	75	
Spanish, hot & sweet do	—	á	80	
RICE—Duty, 12 per cent.				
Carolina——per arroba	19	á	21	
Brazil——do	16	á	17	
Piedmont——do	—	á	18	
SALT—Duty, 1 dol. per fanega; Cadiz & StUbes on board per do.; Cape de Verd, do. do.		á	9 sil.	9
Table, fine——arroba	—	á	6	
SALTPETRE—Duty, 5 p.ct.				
SOAP—Duty, 19 per cent.				
Spanish——per arroba	—	á	45	
Marseilles——do	—	á	40	
American & English yellow do	—	á	23	3
SPIRITS—Duty, 39 per cent.				1
Brandy, Spanish, 34 to 35 deg.	—	á	1250	
» French	—	á	1100	
» Aniseed 28 deg.	—	á	1000	
» from the Baltic 34 to 35	—	á	1000	
Gin, German in pipes, 20 deg.	—	á	850	
» in cases and baskets of 1 dozen jars	37	á	38	
» in do. of 3 gallons	—	á	30	
Rum, New England, 140 gals.	900	á	950	1
» Havana, (caña) 20 deg. 128 gallons	—	á	800	
» Rio Janeiro do. do	—	á	800	
STARCH, Wheat—Duty, 28 per cent.				
Per arrobe	25	á	28	9
SUGAR—Duty, 28 per cent.				1
Loaf & crushed——per arrobe	49	á	50	
Havana, white——do	—	á	33	
» brown——do	—	á	28	
Pernambuco, & Rio white do	—	á	32 4	4
» brown——do	—	á	27	
Santos, white——old 30, new	—	á	31	
» brown——do	—	á	27	
TEA—Duty, 28 per cent.				1
Gunpowder and Imperial, per lb.	—	á	7	
Hyson——do	4	á	5	
Pouchong, superior——do	10	á	12	3
Do. inferior——do	3	á	4	
Orange Pekoe——do	—	á	14	
TOBACCO—Duty, 39 per cent.				4
Bahia, leaf——per arrobe	—	á	—	3
Brazil, black superior——do	—	á	90	
Cavendish, 1st quality——do	—	á	100	
Do. 2d.——do	55	á	65	6
Maryland, leaf——quintal				3
Cigars, Hamburg	100	á	250	
» Havana	306	á	400	
» Regalia	—	á	700	
TWINE—Duty, 19 per cent.				
English——per quintal	—	á	500	9
India——do	—	á	300	1
Spanish——do	—	á	380	6
VERMICELLI—Duty, 54 p. ct.				1
Genoese, & Spanish per arrobe	52	á	53	
VINEGAR—Duty, 39 per cent.				1
French, & Spanish per pipe	—	á	800	
WINES—Duty, 39 per cent.				1
Port——per pipe	—	á	4000	
» bottles——per dozen	—	á	200	
Figueira, red	—	á	650	
Lisbon, superior	—	á	890	
» white	—	á	1200	
Marseilles	—	á	540	
Malaga, sweet and dry	—	á	1050	
Catalonia	—	á	530	
Cette	—	á		3
Sicilian	—	á		3
Bordeaux, 1st quality, per cask	—	á	450	
» 2nd »	—	á	400	
» Façon	—	á	250	
» superior in bottles	—	á	90	
» 2nd quality	—	á	55	
Champaign, superior, dozen	200	á	300	
Muscatel	—	á	65	
YERBA—Duty, 28 per cent.				
Parnaguá, best	—	á	33	

EXPORTS.

Article	Dols. rs.		Dols. rs.	
FEATHERS—Duty, 4 per cent.				
Ostrich, long black——lb	9	á	10	8
» white——do	—	á	—	3
HAIR.—Duty, 4 per cent.				
Horse, short——arroba	44	á	45	6
» mixed——do	52	á	60	1
» long 18 to 24 inches do	110	á	120	6
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal	32	á	33	6
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	52	á	56	2
Matadero, country, 25 to 30 lbs. av.	46	á	52	2
For Spain, per 35 lbs	44	á	45	8
» North America, per do	43	á	44	7
Of all stake——per do	40	á	49	2
Salted ox, 60 lbs. av, per 60 lbs.	40	á	41	9
Do. » 63 lbs. and above do.	45	á	46	2
» cow 45 to 48 lbs. average do.	34	á	35	3
» » 48 lbs. and above do.	34	á	35	3
Horse, salted, each	20	á	22	6
» dry——do	15	á	16	8
HORNS—Duty, 4 per cent.				
Ox——thousand	600	á	700	
Cow——do	150	á	200	
JERKED Beef—Duty, 4 p. ct. qql.	—	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.	50	á	55	2
Chincilla, per dozen				3
Goat——per do	—	á	19rs.sil.	5
Nutria——per lb	7	á	8	9
Sheep, washed, fine and ordinary——dozen	38	á	42	7
Do. dirty——do	30	á	35	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw——arroba	20	á	21	9
Do. melted, 1st class, do.	34	á	35	9
Do. pure, 2nd class, do.	28	á	30	6
Grease and tallow——do.	27	á	29	7
TONGUES, salted, dozen	—	á	10	
WOOL.—Duty free.				
Ordinary, washed——arroba	28	á	38	7
Do. dirty——do	15	á	18	7
Mestiza, washed——do	40	á	45	7
Do. dirty——do	20	á	22	7
Fine, washed——do	50	á	65	7
» dirty——do	30	á	35	7
Cordova, washed	—	á	23 rs.sil.	7
Do. dirty				3

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

Article	Dols. rs.		Dols. rs.	
BRANDY, Mendoza and San Juan——per barrel (silver)	—	á	10	
FRUIT.				
Apples, and pears dried arroba	—	á	25	
Figs » Mendoza——do	—	á	10	
Peaches » with the stones do	15	á	16	
Do. » without——do	22	á	24	
Raisins, Mendoza——do	20	á	24	
Walnuts——do	32	á	34	
SOLE Leather.				
Corrientes, each, [silver]	2 4	á	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,	—	á	43	8
YERBA, Paraguay, superior	—	á	90	8

MONEY MARKET.

EXCHANGE, England, in currency, á 2 9-16d. p. dol
Do. do. in specie á 62s. p. oz.
Do. France, do. do. á 80fs. per oz.
" Montevideo, 1½ per cent. prem.
" Rio Janeiro, 2¼ á 2½ do.
" United States par á 1 do.

The highest rate of Exchange upon England during the week, 62s. 3d. per ounce.

The lowest, 62s. per do.

STOCK—Six per cent........ at par.
" Four per cent...... in proportion.

BULLION—Spanish doubloons.... á 291
" Patriot doubloons .... 287½ á 288
" Do. Dollars ...... — á 18½
" Spanish do. & Patacones 18¼ á 19
" Plata Macuquina..... á 16

The highest price of Spanish doubloons during the week 293

The lowest 290½

The highest price of Patriot doubloons during the week 289

The lowest 287.

Permits for shipping specie, prem. per cent. 1¼ á 2

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 lbs. In pipes 45s. }	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.	nominal.
Continent....	£4. per 2240 lbs.	£2 5s.	........none........	£1. 10s.	
Cadiz......	$30 per 2000 lbs. and 10 per cent.		........none........		
United States	$10 per 2000 lbs.	$6 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