

BRILLIANT

AND LINE NEWS.

(No. 1220.)

BUENOS AYRES, SATURDAY, JANUARY 12, 1856.

[Established in 1826.]

BUENOS AYRES.

In the cyclone ages we have attained a prominent point, the zenith of another century—an important epoch, a *sic ut ante* theory, forty nine, the mysterious product of *res nova* ages, has always been regarded as an ominous calamity, wrought with death and disasters—and, verily, the general aspect of Europe during the past year is calculated rather to confirm than dissipate this "superstition of the learned." The dismission, namely, misery, and mortality of that year, are perhaps unprecedented in the history of the world. During it the budding hopes of Italy, Hungary, Poland, &c., have been crushed in the dust, whilst disease and death, on the continent covered field, and in the private circles of domestic life, have had an abundant harvest. The coincidence is striking—and the more so in that, as believers in the uniformity of the Divine Administration, we are bound to trace these effects, acting as they are, to the operation of moral, social, and economic causes, involving human agency and human responsibility. Such considerations give us a useful emphasis to the precept—*Attend nil est assiduum*—

In this section of South America, things gain by the contrast. Here, 1849, has been a year of peace, abundance, prosperity and contentment; the bustle of present activity enlivened by the anticipations of hope. Since the war of its glorious emancipation, no year has been so fertile in the number of its successes. The mists of anarchy have been swept away; the dark clouds that obscured our horizon, begin to dissipate; and the rising sun of the Confederation shines forth in full glory and radiance. With the consciousness of this progress, in the contemplation of a future fraught with promise, all the generous sensibilities of our nature expand, and we start with renewed energy on the race of life. Sanguine as these anticipations may seem, they are fully borne out by a classic document—

THE ANNUAL MESSAGE TO THE TWENTY-SEVENTH LEGISLATURE.

In the order of nature things precede names; and all names, in the first stages of language, are more or less descriptive. In this instance, however, as in many others, the thing has outgrown the name; and what we shall designate by the generic term message, has in reality become a treatise, a book—a book of history, a manual of diplomacy, with the inestimable advantage of examples and illustrations taken from real life.

In days of yore it was customary to reproduce the Message in the pages of our journal; subsequently we have been reduced to copious extracts; and, in the present case, we must content ourselves with a condensed synopsis of the contents; interspersed with such reflections as the occasion may suggest. We adopt this course with the less regret, in as much as we understand, that English readers are about to be furnished with an early version of the whole, in the vernacular tongue.

Meanwhile, as the most acceptable New-Year's gift within our reach, we present our friends with what we will call an *omen*, as it undoubtedly will be called by his grateful countrymen—

THE SOUTHERN CONVENTION.

CONVENTION For establishing the perfect Relations of Friendship between H. B. M. and the Argentine Confederation.

H. M. the Queen of Great Britain, and H. E. the Governor and Captain General of the Province of Buenos Ayres, charged with the Treaty, Revue of the Argentine Confederation, being desirous of putting an end to the existing differences, and of restoring perfect relations of friendship, in accordance with the wishes manifested by both Governments, and the Government of H. B. M. having declared that it has no separate or interested object in view, nor any desire that in any established relation the peace and independence of the State of the River Plate, as recognized by Treaty, be impaired to that effect, and their Imperial Majesties, viz., H. M. the Queen of Great Britain, Her Majesty, Queen Victoria, and H. E. the Governor and Captain General of the Province of Buenos Ayres, H. E. the Minister for Foreign Affairs, Dr. De Peltre Arana, who after having communicated to each other their respective full powers, and finding them to be good and due, have agreed as follows:

Article 1.—The Government of H. B. M. manifested the desire of putting an end to the differences which have interrupted the political and commercial relations between the Kingdom of Great Britain and the Argentine Confederation, and on the 15th July 1847, sent the blockade which had established in the ports of the two Republics of the Plata; thereby giving a proof of its conciliatory sentiments, nor hereby dissatisfied in the same amicable spirit, desirous to re-engage the Kingdom of Great Britain to reaffirm the benefits of a vessel of war which are in its possession, and as possible in the same spirit, to return when taking, and to raise the flag of the Argentine Confederation.

Art. 2.—By both Contracting Parties will be delivered to their respective authorities all the merchant vessels, with their cargoes, which are detained during the war.

Art. 3.—The auxiliary Argentine divisions existing in the Oriental State, shall return across the Uruguay with the Argentine Confederation, to the Province of Patagonia, and all other foreigners who may be under arms, and from the region of the Plata, Montevideo, and elsewhere, to the territory of the two Republics of the Plata, shall return to their respective countries, in the event of their being necessary, office to use in the possession of the Kingdom of Great Britain, and in the Argentine Republic.

Art. 4.—H. B. M. Government recognizes the navigation of the River Paraná to be an annual navigation of the Argentine Confederation, subject solely to its laws and regulations in the same manner as that of the River Uruguay in common with the Oriental State.

Art. 5.—H. B. M. Government having declared *non-interference* in the internal affairs of the Argentine Republic in the unquestioned capacity and exercise of every right, whether of peace or of war, provided it is necessary, that it will not interrupt for a time the exercise of the sovereign rights of the Argentine Republic, it is fully admitted that the principles on which they have acted, would, under similar circumstances, have been applicable to other parts of Great Britain or France; it is hereby agreed that the Argentine Government, will regard to this declaration, reserves its right to discuss at any opportunity with the Government of Great Britain in that part which relates to the application of the principle.

Art. 6.—In virtue of the Argentine Government having declared that it would concede this Convention on condition that it should be signed by the President of the Oriental Republic of Uruguay, and by the Minister of Marine, or his duly authorized representative; and that he has previously agreed to it; this being for the purpose of establishing a condition in any arrangement of the existing differences, and as he has not yet been authorized to sign, and as he has not yet obtained it, the present Convention is hereby agreed, null and void.

Art. 7.—The Argentine Government, perfect friendship between H. B. M. Government and the Government of the Argentine Republic, and the Government of the Oriental State, and the Government of the State of good understanding and reciprocity.

Art. 8.—The Argentine Government, perfect friendship between H. B. M. Government and the Government of the Argentine Republic, and the Government of the Oriental State, and the Government of the State of good understanding and reciprocity.

Done at Buenos Ayres on the twenty fourth of November in the year of Our Lord, one thousand eight hundred and forty nine.

(L. S.) FELIX ARANA.

There are dates from London, viz Rio Janeiro to the 14th November. The accounts from England are devoid of political interest. The question between Russia and Turkey appeared likely to end in smoke. In France the public mind exhibited symptoms of great uneasiness, and a *coup d'etat* was pretty generally apprehended. The new Minister of Marine is not M. Casimir Perrier, as stated by the Spanish papers, but Admiral Romain-Desfosses; who



SOLE AGENT

had been previously appointed to succeed Admiral Lepechere on the station. General Bragayuga d'Hillera had been named Cominendante in chief of the army and Minister Plenipotentiary at Rome. The Pope still continued to procrastinate his return to that capital, notwithstanding the urgent solicitations that had been addressed to him. The negotiations for the settlement of the differences between France and Morocco had been broken off; and the French residents had left Tangier in consequence of the prospect of an immediate commencement of hostilities. In Germany things did not appear to be in a very settled state, and there were still doubts as to the final pacific adjustment of the question with Denmark. According to advices from China the Portuguese Governor of Macao had been assassinated at the instigation of the Mandarins in Canton, and the Portuguese by way of reprisal had seized a Chinese fort, killing a considerable number of the garrison.

Our monthly statement of exports will be found in another page of this day's paper, with besides, the total amount of produce exported to each foreign nation respectively during the whole year. Some errors have occasionally crept in, in those published in former numbers, which have been necessarily rectified on their being observed. In that given today 1 vessel, of 135 tons, which had been erroneously inserted under the head of Great Britain (no cargo was entered) has been deducted, and 1 of 130 tons, the *Clara*, which sailed from Salado in the Province of Landed) added with the following cargo, viz 206 pipes and 238 boxes tall, 3500 sated ox and cow hides, 30,000 horns, 10,000 horns. In other respects the present we believe to be on the whole correct. At least, whatever inaccuracies it may contain must be ascribed rather to errors in the original statements given by the parties interested, than to any negligence of ours. In order, however, to obviate this as far as possible in future, we shall henceforth send round to the houses of the consignees for a correct account of the articles shipped, in doing which we shall offer no home necessarily on the ground of general utility. We will now leg each party as may be disposed to favour us, that in the cases of wool, hair, hide-cantons, feathers and tallow the weight be given in addition to the total number of bales, pipes, boxes, &c., and in that of skins the number of dozens. By this means we hope in all the present year to afford still greater satisfaction to all parties interested in the important export trade of this country.

The following has been exported during the year for ports in the Pacific, viz: 1397 quintals jerked beef, 334 pipes, 7034 boxes, and 56 serroun tallow; which although it gives in a general column, in consequence of being only part cargoes of 10 different vessels, has been included in the sum total.

H. B. M. steamer *Hilda*, which it is understood conveys the Southern Convention, sailed from Rio Janeiro for England on the night of the 13th December.

From the "National Intelligencer" NAVIGATION LAWS.

As the following letters relate to a subject which excites much interest, we avail ourselves of the opportunity of publishing them for general information.

New York, October 3, 1849.

Sir—We must first beg to say your reply to this letter at your earliest convenience, to give us in writing on our own to charter American vessels to proceed to the English possessions in the East Indies and load cargo for London, under the new navigation acts of Great Britain. Your orders are received by us from Messrs. Inglefield, and we have already ordered the *Northampton* of the port to be at Calcutta for London.

By the act of Parliament we believe it is required that the President may, in some special privilege ships under the British flag that England grants to any British ship only part cargoes of 10 different vessels, after the 1st January next, on the same conditions

as ships under the flag of the United States; so that you will permit our this time a cargo on your time; and remain in your obedient service.

Yours very respectfully,
B. Barclay & Livingston
Secretary of the Treasury, &c.

To H. W. M. Merchants,
Secretary of the Treasury, &c.

Treaty Department,
October 12, 1849.

Gentlemen—In reply to the inquiry made in your letter of the 24th ultimo, I have to state that, in consequence of the recent alterations in the British navigation laws, British ships of British or British foreign ports will (under our existing laws) be allowed, after the last day of next year, to make a port call with cargo of the production of any part of the world. I have further to state that such vessels and their cargoes will be admitted on the same terms, as to duties and tonnage, as vessels of the United States.

Very respectfully,
W. M. Meredith,
Your obedient servant,
Secretary of the Treasury,
To Messrs. Barclay & Livingston, New York.

It may be remembered that we published, some time ago, a letter from a house in this city to the Secretary of the Treasury, inquiring whether the passage of the British act to repeal the navigation laws had been officially made known to the Government of the United States, and whether any corresponding act remained to be taken by the latter. The following answer to that letter has been received—

Treaty Department,
October 12th, 1849.

Sir: In reply to the inquiry submitted in your letter of the 24th ultimo, I have to state that the Government has received official notice of the recent passage of the act of Parliament, altering the British navigation laws, and that in consequence of that act the abolition of the laws prohibiting the tonnage of the navigation of the United States, approved in March 1847, will be in force against British vessels. Very respectfully,
W. M. Meredith,
Secretary of the Treasury.

MARINE LIST.

Arrived on the 4th.

Spanish barque *Maria de los Reyes*, 228 tons, Miguel Font, from Barcelona 14th September, brings 20th October, 220 boxes & Troneras with 185 pipes red wine, 140 sugar, cakes Malaga do., 25 pipes and 200 jars maguadino, 40 bags almonds, 30 do. hazel nuts, 12 bales winter string, 1 do. and paper, 2 do. boxes silk, 9 do. dry goods, 505 do. figs, 16 barrels grapes, 14 lbs mastic, 2 do. books.

Spanish brig *Cacahuete*, 100 tons, Silvestre Austria, from Barcelona 27th October, to Narciso Martinez & Sons, with 250 pipes red wine, 20 half do. aguardiente, 10 do. do. vinegar, 33 barrels and 145 jars oil, 40 bags almonds, 23 boxes sweet paper, 4 boxes silk and lace, 1 do. musin, 4 do. dry goods, 2 do. playing card, 3 do. winter string, 1 do. and paper, 2 do. Morocco leather, 6 do. pine bark, 12 do. zamac, 1 do. shoe leather, 1 do. seeds, 112 lbs doubloons.

Passenger—12.

British barque *Do. Do.*, agent, 231 tons, Robert McCartney, from Liverpool 10th October, but without cargo.

Passenger—43.

French ship *Virginie Gabrielle*, 233 tons, Berthelot, from Bordeaux 25th October, to E. Olan & Co., with 3 pipes and 300 boxes brandy 47 barrels and 1000 boxes wine, 57 casks white do., 25 do. and 50 half barrels vinegar, 50 boxes champagne, 100 do. oil, 5 do. cheese, 10 half barrels sugar, 200 boxes vinegar, 40 do. preserves, 75 do. absythe, 3 do. anise, 1000 tins, 6 boxes stuff, 20 do. pickled pig gilt ferns, 1 do. macarons.

American barque *Oceanus*, 242 tons, John Green, from Boston 30th October, to O. J. Hayes & Co., with 3 bales, 30 bales and 10 boxes Jommesey, 41 barrels and 200 boxes wine, 57 casks white do., 25 do. and 50 half barrels vinegar, 50 boxes champagne, 100 do. oil, 5 do. cheese, 10 half barrels sugar, 200 boxes vinegar, 40 do. preserves, 75 do. absythe, 3 do. anise, 1000 tins, 6 boxes stuff, 20 do. pickled pig gilt ferns, 1 do. macarons.

American barque *Oceanus*, 242 tons, John Green, from Boston 30th October, to O. J. Hayes & Co., with 3 bales, 30 bales and 10 boxes Jommesey, 41 barrels and 200 boxes wine, 57 casks white do., 25 do. and 50 half barrels vinegar, 50 boxes champagne, 100 do. oil, 5 do. cheese, 10 half barrels sugar, 200 boxes vinegar, 40 do. preserves, 75 do. absythe, 3 do. anise, 1000 tins, 6 boxes stuff, 20 do. pickled pig gilt ferns, 1 do. macarons.

French barque *Univers*, 267 tons, Duormier, from Havre 10th November, to order, with 201 barrels, 70 half barrels, 200 boxes chandise, 5 casks, 42 packages and 2 boxes dry goods, 30,400 bricks, 100 pine boards, 3 packages Furniture, 110 packages chamois

MERCHANT VESSELS
FROM SEA IN THE PORT OF BUENOS AIRES ON THURSDAY LAST
For arrivals and sailings of Friday see Marine List.

Date of Arrival	Vessels and Captains Names	Company	Destinations, &c.
Sept. 27	Buque America, Buenos Aires	970 Zimmerman, Frazer & Co.	Antwerp
Sept. 28	Buque Don Amigo, Chiloche	137 José Coelho Viegas	Antwerp
Oct. 1	Buque Bolívar, Buenos Aires	140 José Coelho Viegas	Antwerp
Oct. 2	Buque Grecia, Buenos Aires	141 Manuel Azevedo Barros	Antwerp
Oct. 3	Buque Grecia, Buenos Aires	142 Manuel Azevedo Barros	Antwerp
Oct. 4	Buque Grecia, Buenos Aires	143 Manuel Azevedo Barros	Antwerp
Oct. 5	Buque Grecia, Buenos Aires	144 Manuel Azevedo Barros	Antwerp
Oct. 6	Buque Grecia, Buenos Aires	145 Manuel Azevedo Barros	Antwerp
Oct. 7	Buque Grecia, Buenos Aires	146 Manuel Azevedo Barros	Antwerp
Oct. 8	Buque Grecia, Buenos Aires	147 Manuel Azevedo Barros	Antwerp
Oct. 9	Buque Grecia, Buenos Aires	148 Manuel Azevedo Barros	Antwerp
Oct. 10	Buque Grecia, Buenos Aires	149 Manuel Azevedo Barros	Antwerp
Oct. 11	Buque Grecia, Buenos Aires	150 Manuel Azevedo Barros	Antwerp
Oct. 12	Buque Grecia, Buenos Aires	151 Manuel Azevedo Barros	Antwerp
Oct. 13	Buque Grecia, Buenos Aires	152 Manuel Azevedo Barros	Antwerp
Oct. 14	Buque Grecia, Buenos Aires	153 Manuel Azevedo Barros	Antwerp
Oct. 15	Buque Grecia, Buenos Aires	154 Manuel Azevedo Barros	Antwerp
Oct. 16	Buque Grecia, Buenos Aires	155 Manuel Azevedo Barros	Antwerp
Oct. 17	Buque Grecia, Buenos Aires	156 Manuel Azevedo Barros	Antwerp
Oct. 18	Buque Grecia, Buenos Aires	157 Manuel Azevedo Barros	Antwerp
Oct. 19	Buque Grecia, Buenos Aires	158 Manuel Azevedo Barros	Antwerp
Oct. 20	Buque Grecia, Buenos Aires	159 Manuel Azevedo Barros	Antwerp
Oct. 21	Buque Grecia, Buenos Aires	160 Manuel Azevedo Barros	Antwerp
Oct. 22	Buque Grecia, Buenos Aires	161 Manuel Azevedo Barros	Antwerp
Oct. 23	Buque Grecia, Buenos Aires	162 Manuel Azevedo Barros	Antwerp
Oct. 24	Buque Grecia, Buenos Aires	163 Manuel Azevedo Barros	Antwerp
Oct. 25	Buque Grecia, Buenos Aires	164 Manuel Azevedo Barros	Antwerp
Oct. 26	Buque Grecia, Buenos Aires	165 Manuel Azevedo Barros	Antwerp
Oct. 27	Buque Grecia, Buenos Aires	166 Manuel Azevedo Barros	Antwerp
Oct. 28	Buque Grecia, Buenos Aires	167 Manuel Azevedo Barros	Antwerp
Oct. 29	Buque Grecia, Buenos Aires	168 Manuel Azevedo Barros	Antwerp
Oct. 30	Buque Grecia, Buenos Aires	169 Manuel Azevedo Barros	Antwerp
Oct. 31	Buque Grecia, Buenos Aires	170 Manuel Azevedo Barros	Antwerp

PRUSSIAN			
Nov. 14	Buque Leopold, J. C. Holt	961 Samuel R. Hale	34 Bremen
Dec. 4	Buque Europa, Bremen	137 Manuel Azevedo Barros	Antwerp
Dec. 5	Buque Europa, Bremen	138 Manuel Azevedo Barros	Antwerp
Dec. 6	Buque Europa, Bremen	139 Manuel Azevedo Barros	Antwerp
Dec. 7	Buque Europa, Bremen	140 Manuel Azevedo Barros	Antwerp
Dec. 8	Buque Europa, Bremen	141 Manuel Azevedo Barros	Antwerp
Dec. 9	Buque Europa, Bremen	142 Manuel Azevedo Barros	Antwerp
Dec. 10	Buque Europa, Bremen	143 Manuel Azevedo Barros	Antwerp
Dec. 11	Buque Europa, Bremen	144 Manuel Azevedo Barros	Antwerp
Dec. 12	Buque Europa, Bremen	145 Manuel Azevedo Barros	Antwerp
Dec. 13	Buque Europa, Bremen	146 Manuel Azevedo Barros	Antwerp
Dec. 14	Buque Europa, Bremen	147 Manuel Azevedo Barros	Antwerp
Dec. 15	Buque Europa, Bremen	148 Manuel Azevedo Barros	Antwerp
Dec. 16	Buque Europa, Bremen	149 Manuel Azevedo Barros	Antwerp
Dec. 17	Buque Europa, Bremen	150 Manuel Azevedo Barros	Antwerp
Dec. 18	Buque Europa, Bremen	151 Manuel Azevedo Barros	Antwerp
Dec. 19	Buque Europa, Bremen	152 Manuel Azevedo Barros	Antwerp
Dec. 20	Buque Europa, Bremen	153 Manuel Azevedo Barros	Antwerp
Dec. 21	Buque Europa, Bremen	154 Manuel Azevedo Barros	Antwerp
Dec. 22	Buque Europa, Bremen	155 Manuel Azevedo Barros	Antwerp
Dec. 23	Buque Europa, Bremen	156 Manuel Azevedo Barros	Antwerp
Dec. 24	Buque Europa, Bremen	157 Manuel Azevedo Barros	Antwerp
Dec. 25	Buque Europa, Bremen	158 Manuel Azevedo Barros	Antwerp
Dec. 26	Buque Europa, Bremen	159 Manuel Azevedo Barros	Antwerp
Dec. 27	Buque Europa, Bremen	160 Manuel Azevedo Barros	Antwerp
Dec. 28	Buque Europa, Bremen	161 Manuel Azevedo Barros	Antwerp
Dec. 29	Buque Europa, Bremen	162 Manuel Azevedo Barros	Antwerp
Dec. 30	Buque Europa, Bremen	163 Manuel Azevedo Barros	Antwerp
Dec. 31	Buque Europa, Bremen	164 Manuel Azevedo Barros	Antwerp

The greatest number of foreign merchant vessels ever known to have existed in Buenos Ayres previous to the present year, occurred on the 11th January 1851, the amount being, exclusive of national, 297. On the 31st January 1850 there were in port 241 foreign merchant vessels, besides 5 national making a total of 246.

A list of the merchant vessels in port last evening			
National		9	
British		54	
American		16	
Danish		5	
French		28	
Hamburg		25	
Spanish		29	
Brazilian		5	
Sardinian		15	
Holstein		1	
Hanoverian		1	
Swedish		2	
Lubeck		1	
Odenburg		1	
Genoa		1	
Bremen		1	
Roman		1	
Norwegian		7	
Russian		1	
Portuguese		3	
Belgian		1	
Prussian		1	
Chester		1	
Orizani		1	
		217	

Advertisements.

For Liverpool direct.
The British steamer
SARAFIA
Joseph Easton, Commander,
135 tons register,
left on the 11th inst. for Liverpool in 12 days.
This favourite vessel has held the whole of her cargo on board excepting five tons of sugar, which she has to discharge at Pernambuco.
Can accommodate two passengers if immediate application be made to
John Higginbotham,
Licensed Ship Broker
No. 20 Calle San Martín,
January 11th, 1850.

Will be despatched in a few days
FOR LONDON,
The British steamer
Christine
150 tons register, Thomas Botchard, Commander,
left on the 11th inst. for London in 12 days, with a few tons of cargo, and can accommodate two passengers if immediate application be made to
John Higginbotham,
Licensed Ship Broker,
No. 20 Calle San Martín,
January 11th, 1850.

For San Francisco California.
The fast sailing, equipped and copper-bottomed
Cesar & Helene,
of 310 tons, Captain H. Steen,
left on the 11th inst. for San Francisco in 12 days.
This splendid vessel, being the greatest yet of her class engaged and ready to take on board, can fitly receive a freight of passengers, and has excellent accommodations for passengers both in the cabin and the steerage.
The vessel will have quick dispatch and offers an opportunity for passengers, who will be treated in the most liberal and judicious manner, as experienced navigators of the Pacific.
For terms of freight or passage apply to the commanding officers, Messrs. Danga Borsari & Co., in the Steamer Office, No. 10 Calle San Martín, or to Charles H. Webb, Licensed Ship Broker, No. 11 Calle San Martín.
January 11th, 1850.

For London.
And only waiting the bulk of 50 bales, of the most superior quality of wool, for the steamer
"Safe-guard,"
of 150 tons register,
left on the 11th inst. for London in 12 days.
This vessel has on board, excepting the small parcel, and will be despatched immediately, she is in every respect a most superior steamer, she is fitted out with the most superior engines, Danga Borsari & Co., or to Charles H. Webb, Licensed Ship Broker, No. 10 Calle San Martín.
January 11th, 1850.

PASSENGERS ONLY.

For HARBOR, The remarkably fast sailing A. I. French brig...

FOR LIVERPOOL, Will be despatched immediately...

FOR LONDON, The very superior British brigantine 'DOROU'...

FOR LIVERPOOL, Has only room for light freight...

'NAVIGATOR', Has all her heavy freight on board...

FOR LONDON, The well known regular trading mull brig...

'SPWICH', Has only room for light freight...

FOR BOSTON, The superior fast sailing American brig...

'Wanted', By a Gentleman conversant with Accounts and Correspondence...

FOR LONDON, The very fast sailing, coppered and copper-fastened, first-class, English built brig...

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FOR LONDON, The very fast sailing, coppered and copper-fastened, first-class, English built brig...

'Wanted', By a Gentleman conversant with Accounts and Correspondence...

To FALMOUTH and the CONTINENT, Passengers only. The remarkably fast sailing A. I. late Oldenburg brig...

'BETA', Has only room for light freight...

FOR VATERPANO & CALIFORNIA, The remarkably fine fast sailing Hamburg brig...

'Harriet', Has superior accommodations for passengers...

13th January, 1850. Will be despatched within the next ten days.

FOR ANTONIO DIRECT, 'J.V.V.'...

FOR LIVERPOOL and LONDON, The well known regular trading A. I. Jenny built brig...

'Narita', Has engaged all her heavy freight and can only take a few tons of light freight...

'North American Chair', Just Received by the undersigned...

JUST RECEIVED, AT N. MCKENR'S, No. 25, Calle San Martin...

'Dr. Canstatt', Begs to inform the public that he has just returned from Buenos Ayres...

'Forster's Patent Water Filters', These Filters consist of an extremely new and scientific principle...

'School Books', Just Received, Latest Editions.

'W. WHITE'S, No 21 Calle la Merced', (formerly Capriccio).

Monsr's Geography, Mitchell's Physical Geography, Worcester's First, second, and third books...

'For Sale', A beautiful full grown, black Tigress, with iron cage...

FOR FREIGHT OR CHARTER, T. J. BENTLEY, No 14, Calle la Reconquista.

'SCHOOL BOOKS', Just Received, Latest Editions.

'W. WHITE'S, No 21 Calle la Merced', (formerly Capriccio).

Monsr's Geography, Mitchell's Physical Geography, Worcester's First, second, and third books...

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'For Sale', A beautiful full grown, black Tigress, with iron cage...

GENERAL MANUFACTURING SADDLERY.

Whip, Spurs, Travelling Bag and Portmanteau Trunks, &c. &c. &c. The Subscriber in returning his sincere thanks to the public for the liberal support he has experienced...

'Seeds & Plants', For sale, at 100 Calle de Florida, upwards of 300 species, natives of the Country...

'For Sale', A complete list of the British Packet, from 13th April 1850, to the 31st of December 1851.

'Chinchilla Skins', A small quantity of superior quality has been received and is on sale at No. 14 Calle Maypu.

'Dr. Donovan', Has removed to Calle Reconquista, No. 47, opposite N. MCKENR'S.

'Just Received', At Monsr. Kutz & Pareo, No. 30, calle San Francisco.

'For VATERPANO', The very fast sailing A. I. British built brig...

'Victoria', Has all her heavy freight on board and can only take a few tons of light freight...

'For VATERPANO', The very fast sailing, coppered and copper-fastened, first-class, English built brig...

'Wanted', By a Gentleman conversant with Accounts and Correspondence...

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'For VATERPANO', The very fast sailing, coppered and copper-fastened, first-class, English built brig...

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Scotch National School.

The Annual General Meeting of the Subscribers to the Scotch National School will be held in the School Room on Tuesday evening, the 13th inst., at 8 o'clock.

Robert McClymont, Secretary. Buenos Ayres, 24th Jan. 1850.

'Notice', The undersigned respectfully informs his friends and the public in general that he has just returned from an excellent tour in the interior of the Republic...

'Exports', FEATHERS—Duty, 4 per cent. Ostrich, long black, 69 4 7 6.

'Exports', HAIR—Duty, 4 per cent. No. 1, 4 35 6. No. 2, 4 35 6.

'Exports', HIDE Cuttings—Duty, 4 per cent. No. 1, 4 35 6. No. 2, 4 35 6.

'Exports', HIDES—Duty, 1 dollar each. No. 1, 4 35 6. No. 2, 4 35 6.

'Exports', MANDERS or manders, bleached, 37 to 38 lbs average, 4 48 7. No. 1, 4 48 7.

'Exports', NORTH AMERICAN, No. 1, 4 48 7. No. 2, 4 48 7.

'Exports', SATED OX, 60 lbs, 4 48 7. No. 1, 4 48 7. No. 2, 4 48 7.

'Exports', IRON—Duty, 4 per cent. No. 1, 4 48 7. No. 2, 4 48 7.

'Exports', OX—Duty, 4 per cent. No. 1, 4 48 7. No. 2, 4 48 7.

'Exports', SKINS—Duty, on F. I. each, 4 48 7. No. 1, 4 48 7. No. 2, 4 48 7.

'Exports', GREASE and TALLOW, 30 35 6. No. 1, 30 35 6. No. 2, 30 35 6.

'Exports', WOOL—Duty free. No. 1, 24 42 7. No. 2, 24 42 7.

'Exports', SHEEP, washed, 31 43 7. No. 1, 31 43 7. No. 2, 31 43 7.

'Exports', TALLOW, raw, 17 48 4. No. 1, 17 48 4. No. 2, 17 48 4.

'Exports', BEANDY, Mendoza and San Juan, 10 10 0.

'Exports', Apples, and pear dried, 4 35 6. No. 1, 4 35 6. No. 2, 4 35 6.

'Exports', Peaches, with the stones, 15 4 18. No. 1, 15 4 18. No. 2, 15 4 18.

'Exports', Raisins, Mendoza, 30 20 24. No. 1, 30 20 24. No. 2, 30 20 24.

'Exports', Walnuts, each (silver), 2 44 2 46. No. 1, 2 44 2 46. No. 2, 2 44 2 46.

'Exports', Tuxanos, ox, each, 4 3 4. No. 1, 4 3 4. No. 2, 4 3 4.

'Exports', TOBACCO—Duty, 12 per cent. No. 1, 38 40 40. No. 2, 38 40 40.

'Exports', YERBA, Paraguay, superior, 20 4 72 9. No. 1, 20 4 72 9. No. 2, 20 4 72 9.

'MONEY MARKET', EXCHANGE—English, in currency, 3 72 per cent. No. 1, 3 72 per cent. No. 2, 3 72 per cent.

'MONEY MARKET', Do. French, in currency, 3 72 per cent. No. 1, 3 72 per cent. No. 2, 3 72 per cent.

'MONEY MARKET', Do. United States, 4 5 per cent. No. 1, 4 5 per cent. No. 2, 4 5 per cent.

'MONEY MARKET', Do. Holland, 3 72 per cent. No. 1, 3 72 per cent. No. 2, 3 72 per cent.

'MONEY MARKET', Do. Portugal, 3 72 per cent. No. 1, 3 72 per cent. No. 2, 3 72 per cent.

'MONEY MARKET', Do. Spain, 3 72 per cent. No. 1, 3 72 per cent. No. 2, 3 72 per cent.

FREIGHTS.

Table with columns: Destination, Dry Hides, Salted Hides, Tallow, Bales, Jerked Beef. Rows include Great Britain, France, Spain, United States, Havana.

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.