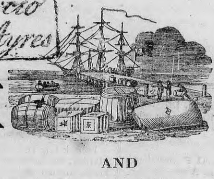
Sala de Comercio de Buenos Ayres

BRITISH PACKET



AND

ARGENTINE NEWS.

(No. 1221.) BUENOS AYRES, SATURDAY, *JANUARY* 19, 1850. [*Established in* 1826.]

BUENOS AYRES.

REVIEW OF THE MESSAGE.

To an Englishman the Message immediately suggests the idea of the Speech from the Throne, at the opening of Parliament; and its conformity or disconformity to said document, enters largely into his estimate of its merit or demerit. This vague analogy is a fruitful source of misconception; to rectify which it may be well to consider wherein they agree and wherein they differ. Both are used to initiate the legislative session, and here in reality their agreement or resemblance begins and ends. Opposed as the Antipodes in their origin and object, the points of contrast are innumerable. The Speech is an emanation from the Supreme Authority, graciously recognizing the existence and attributes of a subordinate element, and imparting to it so much of its views for the future, as it may deem consistent and expedient; the Message, on the contrary, is chiefly a history of the past, submitted to the Supreme Authority, for its approbation and sanction, with such suggestions for the future as experience may indicate. In point of fact the Speech is seldom more than a meagre outline of the situation, often purposely vain and ambiguous, if not a mere mask of the Minister of the day, that he may outwit his rivals; the Message in the present case is, and in all cases ought to be, a daguerreotype impression of the past, with the minutest traits proportionally and faithfully delineated; a plain statement on which the competent authority may easily decide, and a clue to the public, that each and all may co-operate to a common end. We request the professional critic, in giving his verdict, to bear in mind these important distinctions.

Of 239 closely printed pages, of which the Message consists, 150 are devoted to the department of Foreign Relations. The first impression, on a cursory glance at the variety of pending questions, is apt to be unfavourable, as to the future peace of the Republic, but a detailed examination of the individual cases, will show this morbid anticipation of evil to be unwarranted. Collisions have undoubtedly taken place, and pretexts for discord might easily be found; but fortunately there is not the slightest trace of a quarrelsome or warlike disposition to be found. On the contrary, the whole tone and tendency of the Message is decidedly conciliatory and pacific; and we cordially congratulate our readers and the community, on this satisfactory aspect of the case.

The vexatious question of the European intervention, draws slowly but *certainly* to its close. England has escaped from the quagmire into which she was decoyed, perhaps with a blameable degree of facility, by a daring conspiracy of misrepresentation and falsehood. We have no wish to trample on a fallen foe; and therefore, after all their scurrility and abuse, we only request the loan-mongers of Montevideo to read and re-read the Southern Convention. If, as is probable, they cannot appreciate its merit, they at least cannot misapprehend its meaning as the final and irrevocable doom of all their fantastic hopes. Like the actors at a maypole, they have enjoyed their day of notoriety. Their mimic ambition has produced a temporary perturbation in the affairs of the world; as a pebble cast into the mighty Plate produces a ripple on a limpid surface. The pebble sinks to the bottom, to be embedded in mud and darkness, and the ripple it had occasioned disappears in obedience to the great law of gravitation. Let future aspirants to notoriety reflect on the history and fate of the pebble.

After the diplomatic hubbub, so long enacted in this quarter, the Convention in question merits a careful perusal. It is a straightforward, business-like document; affording a fine illustration of analytical simplification. The essential parts of the Hood Convention have been retained; every right has been acknowledged; whilst no pretext has been left for future contention, all anticipative reservations on the one side, and counter-reservations on the other, having been discarded—thanks to the discrimination, practical good sense, and plain dealing of the parties concerned. Past grievances are thus removed, and, what is still more important, the previous cordiality is restored. Every thing proceeds with the greatest harmony; and therefore, so far as British relations and British interests are concerned, the timid have nothing to fear, the intriguers have nothing to hope.

Full powers having been passed under the great seal to Mr. Southern for the conclusion of the convention for re-establishing the perfect relations of friendship between H. B. M. and the Argentine Confederation, after the text of that Convention had been examined and approved by H. M's. Government; and it being a prerogative of the Crown to adjust and conclude treaties, without the previous concurrence of Parliament, H. E. the Governor, in his last annual message, signified his readiness, under the sanction of the House of Representatives, to proceed at once to the ratification of said Convention, notwithstanding the provision contained therein that such ratification was only to take place within fifteen days after the presentation of the ratification of H. M's. government. At H. E's. recommendation that the House should devote its earliest attention to this subject, it was referred forthwith to the Committee on Constitutional Affairs, the favourable report of which is daily expected; so that it is highly probable that the packet will convey to England a fresh evidence of the kindly feeling which has not ceased to animate this government towards that of H. B. M. since the first step was made in path of conciliation.

The valuable saladero establishment of Thomas Armstrong, Esq., at Baraccas, accidentally took fire on Thursday last, and, notwithstanding the prompt assistance that was rendered, was, we regret to say, totally destroyed.

The remains of the late Commodore W. G. Rodgers of the United States navy, who died in these roads on board the Warren sloop of war, on the 21st of May, 1832, and was interred in this city, have been recently exhumed, and are about to be conveyed home, at the request of his family, on board the U. S. corvette St. Louis. We hear that a renewal of the homage paid to the memory of the distinguished deceased, on occasion of his death, is to take place on the removal of his remains.

THE PRACTICAL EFFECTS OF THE REPEAL OF THE NAVIGATION LAWS ON THE 1st JANUARY, 1850.

The general understanding, that, after the 1st of January next, all restrictions of navigation with regard to our foreign and colonial trade will entirely cease, is quite correct. "Goods may then be imported in vessels of any and every flag, from any and every country," on precisely the same terms, so far as navigation is concerned. To understand the act passed in the last session perfectly, it is necessary that we should particularly refer to those acts which are now in operation, and which are all, or in part, repealed by it.

In 1845 an act was passed [8 and 9 Vict. cap. 88] for the purpose of consolidating the laws then in existence "for the encouragement of British shipping and navigation." In the same year another act was passed, "to regulate the trade of British possessions." With some unimportant exceptions, these three acts embodied all the restrictions which at present exist in favour of British ships. By the act of the last session, the whole of the first, and part of the last mentioned acts, were repealed, as well as such parts of other existing acts of Parliament as imposed any disability on foreign ships. It may be useful to enumerate the restrictions and regulations which were thus repealed by the first section of the act of last session. They are as follow:—

1.—That the "enumerated goods"—consisting of twenty-nine of the bulkiest and most important articles of import, including timber, tallow, hemp, flax, grain, wine, brandy, wool, &c. &c.—being the produce of Europe, cannot be imported into the United Kingdom for consumption, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported.—8 *and* 9 *Vict., cap.* 88, *sect.* 2.

2.—That goods, the produce of Asia, Africa, or America, cannot be imported in any ships whatever from Europe into the United Kingdom for consumption.—8 *and* 9 *Vict*, *cap* 88, *sect* 3.

3.—That goods, the produce of Asia, Africa, and America, can only be imported into the United Kingdom, for consumption, in British ships, or in the ships of the country of which such goods are the produce, and from which they must be imported direct.—8 *and* 9 *Vict., cap.* 88, *sect.* 4.

4.—That no goods can be imported from the islands of Guernsey, Jersey, Alderney or Sark, except in British ships.—8 *and* 9 *Vict., cap.* 88, *sect.* 6.

5.—That no goods can be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, or Sark, except in British ships.—8 *and* 9 *Vict., cap.* 88 *sect.* 7.

6.—That no goods or passengers can be carried coastwise from one port of the United Kingdom to another, or from the United Kingdom to the Isle of Man, or back, except in British ships.—8 *and* 9 *Vict*, *cap.* 88, *sect.* 8.

7.—That no goods can be carried from any of the islands of Guernsey, Jersey, Alderney, Sark, or Man, to any other of such islands, nor from one part of any of such islands to another part of the same island, except in British ships.—8 *and* 9 *Vict*, *cap.* 88, *sect.* 9.

8.—That no goods can be carried from any British possessions in Asia, Africa, or America, to any other of such possessions, nor from one part of any such possession to another part of the same, except in British ships.—8 *and* 9 *Vict*, *cap.* 88, *sect.* 10.

9.—That no goods can be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be the ships of the country of which they are the produce, and from which they are imported.—8 *and* 9 *Vict., cap.* 88, *sect.* 11.

10.—That no ship is admitted to be a British ship, unless duly registered and navigated as such, of which the master and at least three-fourths of the crew must be British subjects; or, if employed in the coasting trade, or fishing on the coast, or in the trade between the United Kingdom and the Channel Islands, then the whole crew must be British subjects.—8 *and* 9 *Vict., cap.* 88, *sect.* 13.

11.—That the natives of places within the limits of the East India Company's charter, although under British dominion, are not, upon the grounds of being such natives, deemed to be British seamen, by which restriction. East India ships are excluded from employing Lascars.—8 *and* 9 *Vict*, *cap.* 88, *sect.* 17.

12.—That no ship can be registered at Heligoland, except such as is wholly of the build of that place; and that ships registered at Malta, Gibraltar, or Heligoland, cannot be registered elsewhere; and are not entitled to the privileges of British ships in the trade between the United Kingdom and the British possessions in America.—8 *and* 9 *Vict., cap.* 89, *sect* 3.

13.—That no ship is entitled to a British registry unless it be wholly of the build of the United Kingdom, or of the Isle of Man, or of the islands of Guernsey and Jersey, or some of the British possessions abroad, or shall have been condemned as a prize of war, or condemned in a competent court for a breach of laws for the prevention of the slave trade, and which belongs wholly to British subjects.—8 *and* 9 *Vict., cap.* 89, *sect.* 5.

14.—That no vessel can continue to enjoy the privileges of a British ship, if the same shall be repaired in a foreign country, to an extent exceeding in value the sum of twenty shillings per ton, unless such repairs shall, on account of accidents, be absolutely necessary to enable such ship to proceed on her voyage.—8 *and* 9 *Vict*, *cap.* 89, *sect.* 7.

15.—That no British ship, after being captured by, or becoming the prize of, an enemy, or being once sold to foreigners, can again claim the privileges of a British ship.—8 *and* 9 *Vict*, *cap.* 89, *sect.* 9.

16.—That no goods can be imported into, or exported from, any of the British possessions in America by sea, from or to any place *other than the United Kingdom*, or *some other of such possessions*, except into or from the ports denominated free ports.—8 *and* 9 *Vict*, *cap.* 89. *sect.* 2.

17.—That the ships of such foreign countries only are permitted to trade from and to such countries, with British colonies, which having colonies permit similar privileges to British ships, or which, having no colonies, place the commerce and navigation of this country and its possessions abroad upon the footing of the most favoured nations.—8 *and* 9 *Vict., cap.* 89, *sect.* 4.

18.—That no vessel or boat is admitted to be a British vessel or boat on any of the inland waters or lakes of America, except the same shall have been built at some place within the British dominions.—8 *and* 9 *Vict., cap.* 89, *sect.* 44.

19.—That the importation of train oil, blubber, spermaceti oil, head matter, skins, bones, and fins, the produce of fish or creatures living in the sea, is prohibited, except in vessels which shall have been cleared out regularly with such oil, blubber, or other produce, on board, from some foreign port.—8 *and* 9 *Vict., cap.* 86, *sect.* 63.

20.—That no *tea* can be imported except from the Cape of Good Hope, or from places eastward of the same to the Straits of Magellan.—8 *and* 9 *Vict., cap.* 86, *sect.* 63.

21.—That every ship of 80 tons or upwards must carry one apprentice or more in a certain proportion to the ship's tonnage.—7 *and* 8 *Vict*, *cap* 112, *sect.* 37.

By the 1st section of the act of the last session, the whole of these restrictions are repealed, as well as parts of several Acts of Parliament, which contain provisions connected with these numerous restrictions.

By this section of the late act, every restriction, or impediment of any kind whatever, in connection with the commerce of the United Kingdom and our foreign possessions, so far as navigation is concerned, is repealed. The act then proceeds to re-enact such portions of the restrictions which were provided for in the acts repealed, and which it was not the intention of the Legislature entirely to abolish. Thus, sect. 2 and 3 re-impose the present restrictions in respect to the coasting trade, and in respect to the trade between the United Kingdom and the Channel Islands. Sect. 4 re-imposes the restriction of the coasting trade of the colonies to British ships; but by sect. 5 it is practically left to the colonies themselves, by means of addresses to the Queen in Council, to regulate their own coasting trade in future. Again, sect. 7 re-imposes the present restriction with respect to the manning of ships. These may be said to be the only restrictions now left upon British navigation—viz., *The coasting trade of the United Kingdom, the trade between the Channel Islands and the United Kingdom, and the coasting trade of the Colonies* (but which can be otherwise regulated by the Queen in Council, in pursuance of application made by the colonies) *are reserved to British ships*; and the existing regulations with respect to the manning of ships are also preserved. These restrictions, with the exception of the last named, have been preserved, not with a view to the protection of the British shipowner, but because their removal would expose the revenue to great danger, by affording facilities for smuggling. The act passed in the last session (the 12 and 13 Vict., cap. 29,) therefore, contains the whole of the regulations which will, after the 1st of January next, be in force with respect to the navigation of the United Kingdom and foreign British possessions. All existing restrictions which are not found to be re-enacted therein will after that day be entirely abolished.

We now come to consider the effect of these changes upon the stocks of merchandise which may remain in bond on the 1st of January next, and which shall have been imported in unprivileged ships. They will be confined almost exclusively to goods the produce of *Asia, Africa*, and *America*, imported in foreign ships, and warehoused for *exportation only*; and will chiefly consist of foreign sugar, coffee, South American hides, tallow, &c., &c. A general impression has prevailed, that whereas such importations will, after the 1st of January, be admissible for consumption, that the same privilege will therefore be extended to unprivileged goods, then in bond. And this view has been entertained from the fact, that when differential duties payable on foreign produce have been reduced, or when prohibitions against the home consumption of any particular goods have been removed, these changes have affected the existing stocks in bond as well as future importations. The present case, however, is different. The words of the Act by which such goods are excluded from consumption are as follows:—(8 and 9 Vict. cap. 88, sect. 4)—"And be it enacted, that goods, the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, *to be used therein*, in foreign ships, unless they be the ships of the country in Asia, Africa, or America, of which the goods are the produce, and from which they are imported." The act of last session simply repeals this provision of the existing law, so that no such limitation will after that date apply to such importations, which take place after the *first of January*, but there is nothing whatever in the act that alters the condition of goods which had been imported before, under the present law, and warehoused *only* for exportation. So far, therefore, as the law is concerned, the stocks of foreign produce in bond, imported prior to the *first of January* in unprivileged ships, will be as much excluded from home consumption, as they are at present. At the same time, this difficulty will be easily evaded. For, according to the law as it will then stand, such produce will be admissible equally from the continent of Europe as from the countries of production; and if therefore any object exists for entering for home consumption unprivileged goods then in bond, the owners may readily obtain for them that privilege by shipping them to the nearest continental port, and again returning them as a fresh importation under the new law. It would, however, involve an absurd and extravagant waste, to compel recourse to such means of introducing goods to consumption which are already in the country, were the practice likely to be extensive. This, however, is not probable, because, in the first

place, only such goods are imported in unprivileged ships and warehoused for exportation, as are in the usual course of trade re-distributed from this to other countries; and, in the second place, the long notice which merchants have had of the change in the laws will enable them so to arrange their importations in the interval, and especially during the two months preceding the first of January, that there will in reality be no difference when the time arrives, between the price of the same articles for exportation, or for consumption. And even should there be any slight differences at the moment, it is plain that it will soon be equalised, in as much as all the importations after that date will be privileged for home consumption, in whatever ships they may arrive. With regard to foreign ships which reach our coast during the last few weeks prior to the first of January, it is even probable that they will not enter the port until that day in order that they may come in under the new law.

We could have wished that a clause had been introduced into the act of last session, extending to all goods in bond on the 1st of January, the same privileges as they would be entitled to under that act, if they were then exported to the nearest continental port, and again brought back; but as no such provision is contained in that act, and as Parliament will not, in all probability, meet before the beginning of February, and moreover as so little, if any, practical inconvenience will arise from leaving the markets to adjust themselves, especially with the lengthened notice which importers will have had of the change, we do not expect that any legislative measure will be adopted to meet any partial inconvenience which may arise. When we look to the long list of restrictions which that act has removed from the commerce of the country, we are struck with amazement that, under such an incubus, our trade navigation have expanded in the way they have. It is impossible, however, not to feel that, in spite of all the efforts and ingenuity of our merchants to avoid the difficulties and losses to which an intricate system of prohibitions and restrictions has exposed them, an extent of loss must have been entailed upon the country which cannot possibly be estimated. —*Economist*

GENERAL STATEMENT of the operations of the Public Stocks from their commencement on the 1st January, 1822, up to the end of December 1849, together with Cash Account from 1st January 1849 to the 31st December of the present year.

Public Stocks.

Dr.

	4 per 100. Ds.	6 per 100. Ds.
To Amount created by laws 30th October 1821, up to 28th March, 1840	2,000,000	52,360,000
	2,000,000	52,360,000

Cr.

	4 per 100 Ds. Rs.	6 per 100. Ds. Rs.
By Amount of Stock unclaimed	10,397 6½	7,438 4
By Amount of Stock, not in circulation, belonging to corporations and Pious Establishments	146,923 2¼	869,045 5
By Amount of Stock redeemed to the end of 1848	846,068 1¼	36,221,796 3½
By Amount of Stock redeemed in the present year 1849	104,856 2	2,322,978 7¼
By Balance, being amount in circulation at this date	891,754 3	12,938,740 7¼
	2,000,000	52,360,000

Cash Account.

	Ds. Rs.	Ds. Rs.
To balance at the end of 1848	" " "	4,720,398 6
To Amount received from the Customs to pay interest and sinking fund in the present year 1849	" " "	3,755,199 6
To Amount received from the Mint belonging to capital of sinking fund deposited there according to law of 20th March 1848	" " "	469,327 5
		8,944,926 1
By Amount of interest this year — 4 per ct.	39,080 6	860,015 5
— 6 per ct.	820,934 7	
By Amount invested in redeeming Stock in the present year	" " "	2,395,008 3¼
By remitted to Customs for Direct Contribution this year	" " "	28,168 1
By Balance to next month — For interest	343,332 3¼	5,661,733 7¼
— For sinking fund	5,318,401 4	
		8,944,926 1

Buenos Ayres, December 20, 1849.

Juan Alsina, President—Miguel de Riglos, Vice-President—Juan Bautista Peña—Bonifacio Huergo—Simon R. Mier—A. Ibañez de Luca, Secretary and Accountant.

MARINE LIST.

PORT of BUENOS AYRES

January 12.—Wind E. S. E., at 11 30 a.m. changed to N.E.

Arrived, British brig Wilson, 176 tons, John Stoup, from Liverpool 17th October, to Phillips, Tomkinson & Co.

Hamburg brig August & Julius, 164 tons, C. H. Fetterlein, from Havana 12th October, to Freyer Brothers.

Norwegian brig Freya, 250 tons, E. T. Lund, from St. Ubes 19th November, to Freyer Brothers, with 500 moyes salt.

Brazilian brig Cascudo, 227 tons, Joaquin Antonio Maia, from Parnaguà 29th ult., to Antonio Marquez Mendoza, with 1793 seroons ... 25 bags rice, 1500 pieces

Brazilian steamer Continentista, 137 tons, Faustino Silva Coutto, from Rio Grande 6th, Buceo 11th inst., to Ramon de las Carreras, in ballast.

Passengers—20.

Danish brig Ocean, 175 tons, O. F. Drescher, from Cadiz 18th November, to Ambrosio Placido Lezica, with 320 cahices salt, 3 half barrels raisins.

January 13.—Wind N. W., in the afternoon changed to S.

Arrived, Sardinian three masted schooner of war Fama, Lieut. Sivori, from Montevideo 12th inst. Passengers—105.

Spanish polacre Adela, 164 tons, José Domenech, from Cadiz 27th November, to Santamaria, Llambi & Cambaceres, with 164 cahices salt.

Passenger—1.

French barque Henri IV, 253 tons, Boutruche, from Havre 11th November, to Llavallol & Sons.

Sailed, National brigantine Delphin, 200 tons, Daniel Spille, for Antwerp, despatched by Visser Deetjen & Hughes, with 539 salted ox and cow hides, 7501 dry do. do.

American ship Sacsusa, 294 tons, Howard, for Boston, despatched by Samuel B. Hale, with 187 bales containing 5236 arrobas wool, 6 do. containing 240 arrobas horse hair, 8,412 dry ox and cow hides, 1,504 salted do. do., 53 bundles containing 221 dozens dry slunk calf skins, 2 905 salted do. do., 22,500 horns.

January 14.—Wind S, at 10 a.m. changed to to E.

Sailed, Sardinian brig Apollo, 210 tons, Juan Lavarello, for Genoa, despatched by J. Caprile, with 82 bales, containing 3,000 arrobas wool, 75 dozens slunk calf skins, 1,676 dry horse hides, 2,620 salted do. do., 400 calf skins, 1,501 dry ox and cow hides, 2,583 salted do. do., 13,332 horns, 55 boxes containing 560 arrobas tallow.

Sardinian brig Graciosa Fanny, 202 tons, Nicolas Scarcella, for Genoa, despatched by Llavallol & Sons, with 5221 dry ox and cow hides, 100 salted do. do., 78 bales hair, 30 do. wool, 4840 horns.

January 15.—Wind N.

Arrived, Sardinian brig Cesare, 130 tons, Simon Fidanza, from Santos 31st December, to order, with 902 barrels and 115 bags sugar, 15 rolls tobacco.

Dutch galliot Animo, 137 tons, T. Bruc, from New York 23d September, to Zimmermann, Frazier & Co.

American barque Roman, 296 tons, Smith, from Boston 12th November, to Samuel B. Hale.

French polacre Felicité, 140 tons, Vaillard, from Cette 22nd October, to order.

Sailed, Spanish brig Lepanto, 245 tons, Antonio Mirambell, for Havana, despatched by Llavallol & Sons, with 5000 quintals jerked beef, 70 dry ox & cow hides.

Spanish barque Amfitrite, 312 tons, Miguel Ignacio Aguirre, for Havana, despatched by Llavallol & Sons, with 850 fanegas salt.

French barque Alcide, 232 tons, Thevenau, for Marseilles, despatched by Audiffred, with 2510 salted ox and cow hides, 6607 dry do. do., 7440 horns, 41 bales with 1455 arrobas wool, 1 bale with 27 arrobas horse hair, 10 bales with 144 dozen sheep skins.

National brig Federico, 169 tons, A. E. Amondsen, for Hamburg, despatched by Freyer Brothers, with 8707 dry ox and cow hides, 580 salted do., 631 dry horse do., 13 bales horse hair with 250 arrobas.

French barque Ankober, 196 tons, J. A. Bosque, for Havre, despatched by E. Ochoa & Co., with 2656 dry ox and cow hides, 1200 salted do., 188 bales with 6670 arrobas wool, 16 bales with 520 arrobas hair, 23 bales with 484 dozen sheep skins, 86 boxes with 950 arrobas tallow.

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

January 16.—Wind S., at 1 a. m. changed to E.S.E.

Arrived, British barque Argentina, 204 tons, Ralph Morton, from Salt Island 30th November, to Parlane, Macalister & Co., with 159 moyes salt.

American brig Mary & Jane, 198 tons, Wm. Benton, from Cape de Verds 22d November, to Zimmermann, Frazier & Co., with 99 moyes salt, 3 barrels Madeira wine.

American barque Esther Francis, 276 tons, Alfred D. Eastcot, from Philadelphia 25th November, to Zimmermann, Frazier & Co.

British schooner Elizabeth, 145 tons, L. Thomas, from Liverpool 3d November, to Briscoe, Steward & Co.

Hamburg brig Adolph, 188 tons, B. Bohn, from Hamburg 12th October, to Otte, Rosenthal & Co.

Sailed, National schooner Luis, 122 tons, J. Muratore, for Buceo, in ballast, by Ocampo & Risso.

☞ British brig Carleton, for Buceo, erroneously mentioned in our last as having sailed on the 11th.

January 17.—Wind N.

Sailed, Danish brigantine Adeline, 132 tons, ... despatched by Freyer

of quinine, 3 do. gum, 3 do. drugs, 10 barrels cream of tartar, 6 boxes castor oil, 3 do. almond do., 40 quarter casks gin, 10 pipes brandy, 56 barrels wine, 1826 boards.

Lubeck brig Heinrich von Gagern, 304 tons, Martiny, for Valparaiso, despatched by Santamaria, Llambi & Cambaceres, with 147,000 feet pine lumber, 20,000 shingles, 2 boxes pills.

Sardinian polacre Santa Clara, 161 tons, José Volpe, for Bahia, in ballast, despatched by José Avegno.

Brazilian brigantine of war Eolo, 3 guns, Lieut. Albin, for Montevideo.

Sardinian schooner Ninfa, 121 tons, José Barboro, for Buceo, despatched by Lezica & Co., with 17 crates earthenware, 86 boxes, 9 bales, 3 bags, 2 hogsheads and 4 kegs merchandize, 10 pipes liquors, 107 bundles hoop iron, 4 hogsheads hardware, 57 half pipes wine, 100 seroons yerba.

Brazilian steamer Continentista, 137 tons, Faustino Coutto, for Buceo, in ballast.

January 18.—Wind N.

Sailed, American brig Cronstadt, 273 tons, Edward Hatch, for Boston, despatched by Zimmermann, Frazier & Co., with 542 bales with 15634 arrobas wool, 4 do. with 32 quintals hide cuttings, 1120 dry ox and cow hides.

British barque Harbinger, 256 tons, Brownrigg Candlish, for Brazil, despatched by John Galt Smith & Co., in ballast.

Oriental schooner Cid Campeador, 121 tons, Ramon Pinasso, for Buceo, despatched by Risso & Ocampo, in ballast.

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

»Marie Angelique»—1 hogshead clothing, 2 grind stones, 560 barrels and 1400 boxes red wine, 20,000 bricks.

»Amphitrite»—16 boxes clocks, 1 barrel fruits, 14 ploughs, 137 casks in schooks, 187½ doubloons, 48 casks hollow glass, 2 boxes do., 100 quintals nails, 2002 shingles, 468 staves.

»Banaré»—1 trunk shoes, 257 pipes, 50 half do. and 300 boxes wine, 20 pipes aguardiente, 100 boxes liqueurs, 300 do. sweet oil, 200 do. muscatel wine, 200 do. brandy, 150 do. bitters.

»Eudora»—19 lasts coal, 1,643 pine boards, 316 boxes, 10 bales and 11 barrels merchandize, 1,500 boxes and 2,250 baskets gin, 30 pipes aguardiente, 6 boxes glass, 5 barrels leeches.

»Maria»—1,300 barrels sugar, 200 rolls tobacco, 200 bags fariña, 60 spars, 30,000 pieces firewood.

»Bess Grant»—139 barrels liqueurs, 50 tons flag stones, 163 packages, 10 bales and 3 boxes merchandize, 30 packages dry goods, 80 tons coal, 61¼ do. iron, 320 bundles do., 172 iron pots, 7 bales cottons, 1 package samples, 56 crates earthenware, 20 kegs nails.

»Sirene»—180 barrels tar, 8,326 pieces pine lumber.

»Isabella»—96 boxes, 131 bales and 3 packages merchandize, 16 sheets, 1,450 bars and 1,222 bundles iron, 45 casks hardware, 1 box cheese, 5 barrels ale and porter, 219 kegs nails, 15 tons coal, 50 do. flagstones, 4 packages samples, 2 boxes dry goods, 1 do. and 6 bales cottons, 10 bales and 4 boxes woollens.

»Spy»—139 boxes and 52 bales merchandize, 1 box clothing, 18 bales cottons, 50 crates earthenware, 80 tons and 800 bundles iron, 2 hogsheads and 12 casks hardware, 39 kegs nails, 1 box silks, 229 boads, 12 boxes hats, 1370 barrels ale and porter.

»Undine»—100 barrels crackers, 25 do. varnish, 110 do. tar, 25 do. pork, 50 do. rum, 100 do. rosin, 148,000 feet pine, 214 do. mahogany, 25 hogsheads rice, 50 demijohns turpentine, 2 boats, 20 pieces canvas, 2 hogsheads hams, 10 boxes hats, 2 do. lard, 150 kegs do., 100 do. nails, 100 bags pepper, 12 boxes shoes, 57 do. tobacco, 143 bales thread.

»Commerce de Bordeaux»—690 barrels red wine, 50 do. brandy, 4550 boxes liquors, 1 do. hats, 8 do. pilchards.

»Sultan»—5 boxes paper hangings, 17 boxes and 2 bales cottons, 9 do. woollens, 10 boxes linens, 2 do. silks, 1 do. silk ribbons, 7 do. silks and cottons. 1 do. clothing, 12 jars sulphuric acid, 1 barrel hams, 1 box rum, 14 do. paper, 2 do. perfumery, 98,900 tiles, 2 boxes books, 9 do. porcelain, 1 do. watches, 20 dozen chairs, 5 easy chairs, 8 joists, 150 boards, 7 boxes patent leather, 30 baskets champagne, 67 bales and 82 boxes merchandize, 5 boxes and 8 packages samples.

»Wilson» 185 bales, 136 boxes and 3 casks merchandize, 470 stoves, 599 iron pots, 17 casks hardware, 60 kegs powder, 41½ tons flag stones, 2 boxes cottons, 60 crates earthenware, 34½ tons iron.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	82
Sunday	84
Monday	72
Tuesday	76
Wednesday	73
Thursday	78

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 16th inst.

National	7
British	57
American	18
Danish	8
French	27
Hamburg	9
Spanish	28
Brazilian	6
Sardinian	13
Holstein	1
Hanoverian	1
Swedish	2
Lubeck	1
Oldenburg	1
Prussian	8
Bremen	13
Roman	1
Norwegian	8
Russian	3
Portuguese	1
Belgian	3
Dutch	2
Chilian	1
Oriental	1
	220

Advertisements.

Notice.

Notice is hereby given that the First General Annual Meeting for the present year of subscribers to the British Episcopal Church in this City, will be held at the British Consulate (No. 7 calle Mayo) on Monday the 21st inst. at noon, for the purpose of electing a committee to manage the affairs of the said Church during the present year, and of taking into consideration other matters connected with the Church.

British Consulate.

Buenos Ayres, 10th January, 1850.

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

To Let,

A large room handsomely papered, well suited for a Merchant's office, at No. 11 Calle Mayo, adjoining the British Consulate. Apply on the premises.

Wanted,

A good Steward, who can be well recommended. Apply at Calle de Maipú, No. 45.

WANTED,

A Cook and a Steward. Apply between 3 and 4 o'clock, at No. 119 Calle Chacabuco.

Notice.

The Raffle for the Regulator Clock, at No. 60 Calle Santa Rosa, will take place at 8 o'clock exactly, on Saturday night next, the 26th instant.

The highest number to be the prize.

N.B. Eight Tickets only remain to be disposed of; any person wishing to become a purchaser will please to call within the period indicated.

To be Sold,

A piece of Land in the most eligible situation of any on the Barraca road, having a frontage to said road of 20 yards more or less, and »fondo» of 251 yards, a portion of which is well planted with fruit trees; the said frontage is most desirable for a Barrace, a private house or any other class of public business. For further particulars apply to Mr. A. Rivolta, Calle La Defensa, No. 112, at any hour of the day.

For Liverpool,

The very superior and remarkably fast sailing British built schooner

Minalto.

194 tons burthen,

Charles Neuman, Commander,

Has positively half cargo engaged and will be the first vessel for Liverpool required salted hides and bales.

This vessel is A. 1. at Lloyd's for 12 years and being of a moderate draft of water will load a large portion of her carge in the inner roads.

Please apply to the consignee G. Dowse Esq. or to
John Higginbothom,
Licensed Ship Broker,
20, Calle San Martin

12th January, 1850.

For San Francisco California.

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

Cesar & Helene,

about 300 tons, Captain D. Steen,

This splendid vessel, having the greater part of her cargo engaged and ready to take on board, can still receive a small quantity of goods on freight, and has excellent accomodations for passengers both in the cabin and steerage.

The vessel will have quick dispatch and offers an excellent opportunity for passengers, who will be treated in the most liberal manner by the Captain, an experienced navigator of the Pacific.

For terms of freight or passage apply to the consignees Messrs- Bunge Bornefeld & Co., or to
Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14 calle la Reconquista.

11th January, 1850.

For London.

And only wanting the bulk of 50 bales.
The fine A. 1. British built brig

"Safeguard,"

290 tons register

John Macaulay, Commander,

Has all her cargo on board excepting the small parcel, and will be despatched immediately, she is in every respect a most superior opportunity.

Please apply to the Consignees Messrs. De Lisle Brothers and Co., or to
John Higginbothom,
Licensed Ship Broker.
30 calle Reconquista.

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.			
Sept. 27	Barque Anna, Jacob Wessels....	260	Zimmermann, Frazier & Co........	Antwerp.
" 28	Brig Dos Amigos, Oñadaera....	137	José Coelho Meyrelles	
" 30	Brig Guillermo, Christian F. Wiegmeyer....	217	Deetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Brunengo	121	Manuel Acevedo Ramos	
" 22	Brig Dorotea, F. W. Maass	204	Freyer Brothers	Antwerp.
" 22	Brigantine Victory, Vicente Grana	124	Bernardo Delfino	
Novem 3	Barque Martina, Frederick William Waller	090	J. N. Bieber & Co.	Antwerp
	BRITISH			
Sept. 1	Brig Caledonia, J. J. Menhennet	204	Plowes, Atkinson & Co.	Liverpool.
" 22	Barque Martha Shallcross, Coaker	275	Brownell's and Co.	Liverpool.
" 27	Barque Harbinger, Brownrigg Candlish..	256	John Galt Smith and Co.	
" 27	Schooner Bosphorus, J. Gibson	216	R. and J. Carlisle & Co.	Liverpool.
" 29	Barque Sapphire, John Miller	250	Brownell's & Co.	Liverpool.
" 29	Brig Zephyr, Robert Drewry	250	John Galt Smith & Co.	Liverpool
" 30	Brigantine Minalto, Charles Newman	194	George Dowse	Liverpool.
October 2	Brigantine Douro, William Reid	209	Thomas Duguid & Co.	London.
" 2	Brig Safeguard John Macaulay	290	De Lisle, Brothers & Co.	London.
" 9	Brig Frisk, George Whiteway	192	Nicholson, Green & Co.	Liverpool
" 20	Barque Kyle, William King	332	Santamaria, Llambi & Cambaceres..	London.
" 22	Schooner Sappho, Joseph Easton	137	Thomas Duguid & Co.	Liverpool.
" 26	Barque Heath, John Whiteway	307	Nuttall & Co.	Cape of Good Hope.
" 26	Brigantine Navigator, John Le Feuvre	115	Samuel Hesse	Liverpool.
" 27	Brig Seaton, Archibald Macconachie	185	John Galt Smith & Co	England.
" 27	Brig Christina Pitcairn, Thomas Bernich..	158	Thomas Duguid & Co.	London.
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	Liverpool.
" 4	Barque Ipswich, Philip Asplit	235	E. Lumb & Co.	London
" 6	Schooner Caroline James Smith	159	Phillips, Tomkinson and Co.	England
" 14	Barque Mercutio, William Sewell	244	Bates, Stokes and Co	Liverpool
" 14	Brig Rosalie, John Williams	228	Wilfrid Latham and Co.	England.
" 14	Barque Chorister, Thomas Richards	276	Hughes, Brothers	Plymouth
" 17	Barque Eleonore, Nicholas Moullin	270	De Lisle, Brothers & Co.	Calcutta.
" 20	Brig Urania, Joseph Moffat	204	Parlane, Macalister and Co.	Valparaiso.
" 21	Brig Eliza Robson, Henry Taylor	286	William Henry Henzelle	
" 27	Brig Creole, James Phillip Avery	287	John Best & Brothers	Liverpool.
" 29	Brig Isabella, James Lenfestey	198	De Lisle Brothers and Co.	London.
" 30	Barque Brazilian, William Thompson	345	Nicholson, Green & Co.	
Decem. 3	Barque Matoree, Robert Cowan	305	John Galt Smith & Co.	
" 3	Brigantine Agnes, W. W. Nicholls	18.	J. C. Thompson & Co.	England
" 4	Brig Cresswell, William Algar	205	George Dowse	
" 8	Barque Heart of Oak, William Crockett..	320	Gifford Brothers	Valparaiso.
" 11	Barque Arabella, Thomas Jackson	304	Ambrosio P. Lezica	
" 12	Brig Panope, William Ward	235	James C. Thompson & Co.	
" 14	Brig Xarifa, F. Le Rossignol	208	Edward Lumb and Co	England.
" 14	Brigantine Myrtle, William Cale	114	De Lisle Brothers & Co.	
" 14	Barque Victoria, Williamson	244	Corti, Francischelli & Co.	Valparaiso.
" 15	Barque Othello, J. Smith	299	De Lisle, Brothers and Co.	
" 15	Barque Cornucopia, Peter Jarvis	230	Hughes Brothers	England.
" 17	Barque Courier, Thomas Le Riche	288	De Lisle, Brothers & Co	Brazil.
" 22	Barque Briton, William Mitchell	368	John Best and Brothers	
January 1	Barque Commodore, Thomas Asplet	258	Nicholson, Green & Co.	
" 1	Brig Alfred, Alfred Merrix	215	Nicholson, Green & Co.	England
" 1	Brig Margaret, John Bust	183	Bayley Brothers	
" 3	Brig Queen of the Tyne, Alexander Clark	192	De Lisle Brothers & Co	Do.
" 3	Brig James Ray John Couche	233	W. H. Henzell	
" 4	Barque Bess Grant, Robert McCartney	361	Nuttal & Co.	
" 5	Barque Isabella, Samuel Herbert	22	James Carthy	
" 5	Brigantine Spy, George Blamfred	170	John Galt Smith and Co.	Do.
" 7	Brig George & Richard, Nicholls	198	Charles R. Horne	
" 7	Brig Argestes, Jenkins	171	John Best and Brothers	
" 8	Brig Water Witch, William Smith	157	Ambrosio Placido Lezica	England
" 8	Brig Perú, James Carry	195	John Best & Brothers	
" 9	Barque Good Luck, T. De Grouchy	231	To order	
" 12	Brig Wilson, John Stoup	176	Philips, Tomkinson & Co.	Do.
" 16	Barque Argentina, Ralph Morton	240	Parlane, Macalister & Co.	
" 16	Schooner Elizabeth, L. Thomas	145	Briscoe, Steward and Co.	
	AMERICAN.			
October 22	Brig Sutton, William Lefavour	200	Samuel B. Hale	Boston.
Novem. 5	Brig Cronstadt, Edward Hatch	273	Zimmermann, Frazier & Co.	Boston.
" 19	Barque Olof Wyk, Lendof N. Doane	317	Daniel Gowland and Co.	Boston.
" 19	Ship B. Aymar, Amos Nichols	435	Zimmermann, Frazier & Co.	
" 29	Barque Chicora, G. Howland	300	Freyer Brothers	Boston.
Decem. 4	Barque Rothschild, Silvester R. Small	261	Daniel Gowland & Co.	
[illegible]	Brig Xenophon, Frederic Wording	245	To order	
" 12	Ship Forrester, Parker	427	Zimmermann, Frazier & Co.	
" 14	Barque Mason Barney, F. B. Langston	240	O. J. Hayes and Co.	
" 14	Brigantine Venus, Orr	187	Zimmermann, Frazier & Co.	
" 14	Barque Lenox, Morris Hourt	360	Zimmermann, Frazier & Co.	
" 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co.	
" 27	Barque Maid of Orleans, Charles Upton	258	Daniel Gowland & Co.	
January 4	Barque Oceanus, John Green	242	To order	
" 5	Barque Undine, A. Dunbar	253	To order	
" 15	Barque Roman, Smith	296	Samuel B. Hale	
" 16	Brig Mary & Jane, William Benton	198	Zimmermann, Frazier & Co	
" 16	Barque Esther Francis, Alfred D. Eastcot	276	Zimmermann, Frazier & Co.	
	FRENCH.			
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co	Havre.
" 5	Barque Maria Paulina, Lizar Iturry	201	Zumaran and Treserra	Do.
" 15	Barque Augustine Victorine J. Baylly	277	Vicente Casares and Sons	
" 19	Brig Omega, Noel	222	Dunoyer & Co.	Bourbon.
" 19	Brig Jeune Evariste, Gachet	125	Manuel Lopes	Havre.
" 20	Barque Souvenir, Bougot	252	Blais D'Eboqeux	
" 25	Brig Roitelet, Anset	247	De Lisle Brothers and Co..	Do.
" 30	Barque Genie, Hervé	217	Zumaran & Treserra	Antwerp.
" 30	Barque Australie, Francis Gaurion	210	Thomas Rousse	Havre.
Decem. 4	Barque St. Jacques, Lemaresquier	215	Zumaran & Tresserra	Marseilles & Genoa.
" 4	Barque Casimir, Dumanoir	227	Antonio Dunoyer & Co.	Havre.
" 4	Brig Nelie Mathilde, Parquet	190	Llavallol and Sons	Havre.
" 10	Brig Philantrope, Jubein	194	J. B. Prelig	
" 16	Barque Printemps, Touchet	..	B. Gerand	Marseilles and Cette
" 27	Lugger Echo, A. Darlan	212	Thomas Rousse	
January 1	Ship Alexander, Sarrasin	263	To order	
" 3	Ship Eugenie, Beauvais	213	E. Ochoa and Co.	
" 4	Ship Virginie Gabrielle, Berthelot	253	E. Ochoa & Co.	
" 4	Barque Universel, Ducormier	267	Dunoyer & Co.	
" 5	Brig Courageuse Eugenie, Terrin	165	To order	
" 5	Brig Marie Angelique, Letimbre	164	Llavallol and Sons	
" 9	Polacre barque Banaré, M. Louis	177	M. Laplane	Marseilles.
" 10	Barque Commerce de Bordeaux, Got	242	Jacob Parravicini	
" 11	Barque Sultan, Demaire	227	To order	
" 12	Barque Henri IV, Boutruche	253	Llavallol & Sons	
" 13	Polacre Félicité, Vaillard	140	To order	
	SPANISH.			
October 2	Brig Tweed, Bernardino Camp	215	Narciso Martinez and Sons	Havana
" 12	Barque Elisa, José Roldos	228	Antonio Romaguera	Do.
" 12	Barque Josefita, Carlos Bota	250	Zumaran & Tresserra	Do.
Novem. 1	Brig Viajero, Juan Curell	209	E. Ochoa & Co.	Havana.
" 5	Barque Villanueva, Juan Codina	256	Freyer, Brothers	Cadiz and Malaga.
" 7	Brig Eolo, Joaquin Parés	228	Llavallol and Sons	
" 19	Barque Ines, Juan Raimundo	255	Santa Maria, Llambi & Cambaceres	Spain.
" 23	Barque Pepe el Alicantino, Pelegrin Puyol	234	Felipe Senillosa	Havana,
" 27	Polacre Juno, José Domenech	152	Felipe Senillosa	Havana.
" 27	Polacre Joven Modesto, Marcelino Sanchez	175	Santamaria, Llambi and Cambaceres	Do.
" 29	Barque Constancia, Pedro José Sosvilla	203	Saturnino Soriano	
Decem. 1	Brig Martin, Francisco Faguerda	198	Zumaran and Treserra	
" 3	Polacre Numa, Juan B. Felin	201	Felix Buxareo	Do.
" 8	Brig Esperanza, Pedro Guardiola	180	Llavallol and Sons	
" 10	Brig Antonio, José Ruiz	200	To order	
" 11	Brig Juanito, José Romaguera	154	Diego Calvo and Sons	
" 12	Ketch Argos, Francisco Argentó	142	Felipe Senillosa	
" 26	Brig Gallo de Oro, José Estapé	269	Llavallol & Sons	
January 1	Ship Blanca Aurora, Silvestre Perez	250	Felipe Senillosa	
" 1	Brig Atalayador, Pedro Maristani	265	Felix Buxareo	
" 4	Barque Maria de los Reyes, Miguel Font	228	Zumaran & Tresserra	
" 4	Brig Cacique, Silvestre Austrich	160	Narciso Martinez & Sons	
" 5	Brig Copernico, Juan Costa	178	E. Ochoa and Co	
" 5	Polacre Flora, Gerardo Maristani	136	Llavallol and Sons	
" 5	Brig Florentino, Jacinto Maristany	205	Llavallol & Sons	
" 8	Polacre Rosita, Onosio Chrvas	150	E. Ochoa & Co	
" 9	Brig Triunfo, José Mataró	242	Llavallol & Sons	
" 12	Polacre Adela, José Domenech	164	Santa Maria, Llambi & Cambaceres	
	BRAZILIAN.			
October 1	Brign Pelicano, Antonio Cardoso da Silva	138	Juan Geronimo Martinez	
Novem. 15	Brig Marino II, Antonio Joaquin Fernandez	289	Antonio Romaguera	
Decem. 23	Brigantine Africano, José Bentos de Campos	143	Manuel Acevedo Ramos	
" 29	Barque Entreriana, Manuel A. Castro	247	Adolfo Mancilla and Co	
January 1	Brig Sin Igual, Joaquin Gonzales Lages	379	Antonio Romaguera	
" 12	Brig Cascudo, Joaquin Antonio Maia	227	Antonio Marquez Mendoza	
	SARDINIAN.			
Sept. 24	Brig Annibale, Santiago Zini	216	José Avegno	Marseilles & Genoa
October 6	Polacre Industria, Antonio Ferro	170	Jacinto Caprile	Do.
Novem. 2	Polacre Margharita, Ambrosio Vaccaro	135	José Avegno	Genoa
" 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa
" 27	Polacre barque Romulo, Agustin Badaraco	214	José Avegno	Genoa.
Decem 5	Brig Giuseppe, Vasallo	[illegible]	José Avegno	
" 10	Polacre Inocente, José Ballaro	148	José Avegno	Brazil.
" 21	Polacre Bibiana, Manuel Risso	121	José Avegno	Do.
" 27	Brig Expresso, Agustin Ferraro	241	Adolfo Mancilla, and Co.	
" 31	Barque Maria Luisa, Julio Tiscornia	...	Jacinto Caprile	
January 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 7	Polacre Ercole, Miguel Raggio	173	B. Viale	
	PRUSSIAN.			
Novem. 14	Barque Leopold, J. C. Holtz	261	Samuel B. Hale	
" 29	Brig Graf von Arnim, E. F. Kruse	305	Zimmermann, Frazier & Co.	Altona.
Decem. 4	Barque Cæsar, Ritcher	432	Treussein and Co.	
" 4	Barque Rica, Andrew Darner	000	Vicente Casares & Co.	
January 1	Brig Grafin von Bismarck, Frederick Kell	210	To order	
" 5	Barque Freihandel, Augustus Steffen	214	Vicente Casares & Sons	
" 5	Brig Dido, G. Malchow	306	To order	
" 5	Barque Dinter, Charles Naesiban	239	Diego Calvo & Sons	Continent
	HOLSTEIN.			
Novem 20	Brig Manon, Jacob Jurgen Tennis	455	Hartenfels	Valparaiso.
	HANOVERIAN.			
Novem. 28	Brigantine Oste, Agustus E. Steffen	130	J. N. Bieber & Co.	New-York
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Zimmermann, Frazier and Co.	
	SWEDISH.			
December 4	Brig La Plata, Carlos Olson	216	Santamaria, Llambi and Cambaceres	
January 1	Brig Angantyr, A. N. Sandstrom	192	Wedekind & Co.	Hamburg.
	HAMBURG.			
Novem. 10	Brig Wilhelmine, Claus C. Hansen	220	Bunge, Bornefeld & Co.	
" 27	Barque Harriet, Petersen	348	O. J. Hayes and Co.	Valparaiso & California
Decem. 10	Barque Cæsar Helene, Steen	230	Bunge, Bornefeld and Co.	Do.
" 10	Brig Carl, Nicholas Beichmann	230	Wedekind & Co	Hamburg.
January 8	Barque Amphitrite, J. J. Arends	324	Samuel B. Hale	
" 8	Barque Eudora, D. Schots	351	Bunge, Bornefeld & Co.	
" 11	Barque Maria, C. Bahr	300	Wedekind & Co	
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	
" 16	Brig Adolph, B. Bohn	188	Otte, Rosenthal and Co.	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	367	Vicente Casares & Sons.	
" 27	Barque Frishjof, Bentzen	250	Otte, Rosenthal & Co.	Hamburg.
" 28	Barque Celeritas, H Stang	278	Zimmermann, Frazier & Co.	
" 30	Brig Najaden, Backer	140	Egg. Krutish and Co.	
Decem. 4	Barque Prins Oscar Frederic, Thomas Lootz	300	Samuel B. Hale	
" 9	Barque Urania, Peter Mathiesen	410	Zimmermann, Frazier & Co.	
" 13	Brig Juno, Soeberg		Zimmermann, Frazier & Co.	
January 12	Brig Freya, E. T. Lund	170	Freyer Brothers	
	RUSSIAN.			
Decem. 4	Brig Argo, F. W. Bremer	205	Zimmermann, Frazier & Co.	
" 7	Galliot Anna, W. Kamen	130	Freyer Brothers	Hamburg
January 5	Barque Sarinia, Tanzen	280	Juan & José Garay	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	
October 11	Brig Odin, H. H. Lund	245	Otte, Rosenthal & Co.	Falmouth.
Novem. 27	Brig Fyen, Kruuse	201	John Best & Brothers	Pacific.
Decem. 6	Brigantine Cecilia Maria, C. J. Thomsen	136	Otte, Rosenthal and Co.	Falmouth for orders
" 14	Brig Chloris, Maags	150	Chapeaurouge and Co.	
" 27	Brig Johan Frederic, J. L. Barfred	216	Charles R. Horne	
January 4	Brig Louise, N. L Elberg	133	Otte, Rosenthal & Co.	
" 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica	
	DUTCH			
Decem. 13	Brig Karel August, Jacob von Vollenhoven	254	Bunge, Bornefeld & Co.	Falmouth.
" 15	Galliot Anmo, T. Brac	137	Zimmermann, Frazier & Co	
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	BELGIAN.			
Decem. 8	Brigantine Rhein, F. Hyerdahl	151	J. N. Bieber & Co.	
Decem. 14	Brig Plantin, Knudsen	240	Zumaran & Treserra	Cette.
January 1	Brig Rupel, F. Neuts	246	Zumaran & Tresserra	
	ORIENTAL.			
January 1	Brigantine Napoleon, Julio Antonio Reyes	175	Wedekind & Co	Rio Grande.
	CHILIAN.			
Dec. 27	Barque Nuevo Pacifico, H. P. Hinrichsen	191	Llavallol and Sons	
	OLDENBURG.			
October 11	Brig Beta, Engels	240	Becher, Preuss & Co	Continent
	PORTUGUESE.			
Decem. 10	Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	
	BREMEN.			
October 23	Barque Isabella, Felchauser	300	Zimmermann, Frazier & Co	
Novem. 14	Barque Beta, George Pappé	340	Becher, Preuss and Co.	
" 14	Ship Westphalia, Henry Wessels	443	Zimmermann, Frazier & Co	New York.
" 17	Brig Regulus, H. Wencke	235	Bunge, Bornefeld & Co.	Continent.
" 20	Brig Louise Cæsar, Martin Wenke	142	Zimmermann, Frazier & Co.	
" 23	Brig George Duckwitz, Schaffer	235	Otte, Rosenthal and Co	Antwerp.
Decem 4	Barque Philadelphia, H. Gerdes	360	Becher, Preuss & Co.	
" 4	Schooner Evan Dumas, John Jaburg	185	Corti Francischelli and Co.	
" 13	Barque Creole, Henry Wessels	177	Becher, Preuss & Co.	
" 16	Brig Don Quixote, J. G. Oest	165	O. J. Hayes and Co.	
January 5	Lessing, Heinrich Friedrichs	256	Bunge, Bornefeld & Co	
" 5	Galliot London Packet, Werckmeister	108	Zimmermann, Frazier & Co.	
" 8	Brig Courier, John Havighorst	160	Deetjen & Hughes	

For ANTWERP direct,

The remarkably fast sailing A. 1. Bremen brig

George Duckwitz,

Under Argentine colours,
240 tons, J. Schaffer, master,

Has already 2-3rds of her cargo engaged and is warranted to have quick despatch.

This vessel can take also a few tons of salted hides if application is made immediately.

The accommodations are very superior. For terms of passage and rates of freight please apply to the Consignees Messrs. Otte Rosenthal & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 30, Calle Reconquista.

Jan. 18, 1850.

For Valparaiso,

The very fine and remarkably fast sailing A. 1. British barque

Heart of Oak,

325 tons, register, William Crockett, Commander, Is intended to sail for the above destination in the course of ten days and is a most desirable conveyance for goods and passengers having very superior accommodations, for further particulars please apply to the Consignees Messrs. Gifford Brothers, or to

John Higginbothom,
Licensed Ship Broker.
Calle Reconquista No. 30.

January 17th, 1850.

FOR LIVERPOOL.

The well known regular trader A. 1. British brig

Creole,

280 tons, register, James P. Avery, Commander, Has a considerable portion of her cargo engaged and shipping, and being a favorite vessel in the trade, for the good delivery of her cargoes she is expected to have quick despatch.

Her accommodations for passengers are very superior,

Please apply to the Consignees Messrs. John Best & Brothers, or to

John Higginbothom,
Licensed Ship Broker,
Calle Reconquista No. 30.

January 17th, 1850.

For New York,

The new splendid, coppered and copper fastened A. 1. Hanoverian schooner brig,

OSTE,

of 130 tons, Captain A. H. Steffens,

Having already contracted a little more than half of her cargo, can still take on freight about 3000 dry hides or equivalent in bales.

For terms apply to Messrs. J. N. Bieber & Co., Consiguees or to

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

January 19th, 1850.

Notice.

The Foreign Gentlemen resident in Buenos Ayres are requested to attend a General Meeting to decide on measures to be taken for carrying out and perpetuating the Amateur Races, on Tuesday the 22d inst., at 7 P.M., in the Hotel de Paris, Calle Mayo.

For Hamburg,

The very superior coppered and copper fastened A. 1. Russian Galliot

Anna,

of 130 tons, Captain D. W. Hansen,

Having the greater part of her cargo engaged, can still take on freight about 3000 dry hides or equivalent in bales and will have quick despatch.

For terms, apply to Messrs. Freyer Brothers Consignees, or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14 calle la Reconquista.

January 19, 1850.

For Marseilles and Genoa.

The very fast sailing copperered and copper fastened A. 1. Italian polacre

Industria,

Of 170 tons, Capt. Antonio Ferro.

Having engaged and on board the principal part of her cargo, has room for freight for both ports.

For terms, apply to J. Caprile, Consignee, or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

January 19th, 1850.

For Hamburg,

The very superior and very fast sailing, new, A. 1, Norwegian barque

FRITHIOF,

250 tons burthen, Capt. V. C. J. Bentzon,

Has only room for 2000 dry hides, or equivalent in bales, and is bound to leave within a stated period.

Her accommodations for Passengers are very excellent, and having to touch at a port in Great Britain on her way, will land passengers at either, at their option.

For terms of freight or passage apply to the Consignees Otte, Rosenthal & Co., or to

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

Jan. 19, 1850.

FOR LIVERPOOL,

The very superior, new, British built, A. 1. brig

ALFRED,

214 tons register, Capt. A. Merrix,

Has all her cargo engaged, save a few bales or dry hides, which will be taken at current rates, with the certainty of quick despatch.

Her accommodations for Passengers are very superior.

For terms of freight or passage apply to the Consignees Messrs. Nicholson, Green & Co., or to

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

Jan. 19, 1850.

For Boston.

The very superior, first class, coppered and copper fastened American barque

Olof Wyk,

317 tons, L. N. Doane, Master,

Will have immediate despatch, having all her heavy and a great part of her light freight on board. She can still take dry hides and bales, and has excellent accommodations for Passengers.

Apply to the Consignees Daniel Gowland & Co., or to Charles R. Horne,
Sworn Ship Broker,
No. 55 Calle la Reconquista.

January 19th, 1850.

FOR LIVERPOOL,
Will be despatched immediately.
The superior, and well known, A. 1. British built brig

FRISK,

192 tons per register,
Capt. George Whiteway.

Has all her heavy freight on board, and can only take bales, and passengers, having good accommodations for the latter.

For terms apply to the Consignees, Messrs. Nicholson, Green & Co., or to

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

For London,
The very superior A. 1. British brigantine

"DOURO,"

209 tons per register,
Capt. William Reid,

Has all her cargo on board, save a few tons of dry freight, and about 1000 salted hides, which latter she can take if shipped quickly.

The "Douro" has excellent accommodations for passengers.

For freight or passage, apply to the Consignees Messrs. Thomas Duguid & Co., or to

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

For Liverpool,
Has only room for light freight
The well known regular trader A. I. British brigantine.

"Navigator,"

145 tons register, John Le Feuvre, Commander,
Has all her heavy freight on board and only wanting fifty tons of light freight which can be received on board immediately.

Please apply to the consignee Samuel Hesse Esq., or to

John Higginbothom,
Licensed Ship Broker
No. 30, Calle Reconquista.

12th January, 1850.

For Liverpool direct,
The British schooner

Sappho,

Joseph Easton, Commander,
137 tons register,
A. 1. at Lloyd's for 12 years,

This favourite vessel has the whole of her cargo on board excepting from fifteen to twenty bales.

Can accommodate two passengers if immediate application be made to

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

January 11th, 1850.

Will be despatched in a few days
FOR LONDON,
The remarkably fine little brig

"Christina Pitcairn,"

159 tons register, Thomas Berwick, Commander, is British built A. 1. at Lloyd's and a remarkably fast sailer, can only take a few tons of salted hides and light freight.

For rates of freight &c., please apply to the consignees Messrs. Thomas Duguid & Co.. or to

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

January 12th, 1850.

FOR MARSEILLES & CETTE,
The very fine A. I. coppered and copper fastened French barque

"St. Jacques,"

215 tons, Captain Lemarasquier,

This vessel has a great portion of her cargo engaged and shipping and is warranted to have very quick despatch.

She has very superior accommodations for passengers.

Please apply to the consignees Messrs. Zumaran & Tressera, or to

John Higginbothom,
Licensed Ship Broker
calle Reconquista No. 30.

December 28th, 1849.

For Sale,

A complete file of the British Packet, from 14th April 1838, to 31st December 1849.

Apply at the Confiteria de los Suizos, Calle Piedad, No. 91.

Wanted,

By a Gentleman conversant with Accounts and Correspondence, a situation as Clerk in a Merchants Counting House, or in any situation where fidelity and constant attention to business can be relied upon.

Highly satisfactory Testimonials can be shewn, and references given to persons well known in this city.

Address Y. Z. No. 65 Calle Mayo, where a personal interview may be obtained.

Buenos Ayres, December 22d, 1849.

For London.

The very fast-sailing, coppered and copper-fastened, first-class, British built barque

John Tomkinson,

294 tons per register,
Capt. John Williams,

Has a considerable part of her cargo engaged, and will meet with quick despatch.

For freight or passage, her accommodations being excellent, apply to James Carthy, Esq., or to

Charles R. Horne,
Licensed ship Broker,
No. 55 Calle la Reconquista.

For Antwerp.
The very fine A.1 Argentine brig

"Dorothea,"

167 tons, Maas, Commander,

Has only disengaged room for from 3 to 4000 dry hides and a few tons of salted hides which can be received immediately.

For further particulars please apply to the Consignees Messrs. Freyer Brothers, or to

John Higginbothom,
Licensed Ship Broker,
No. 30 Calle Reconquista.

November 30th 1849

To FALMOUTH and the CONTINENT.
Passengers only.
The remarkably fast-sailing A. 1. late Oldenburg brig (now under the Argentine flag)

BETA,

of about 300 tons register,
Capt. C. Engels.

This vessel will have very quick despatch, and has excellent accommodations for passengers.

For terms apply to

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

January 7, 1850.

For Valparaiso & California.
The remarkably fine fast sailing Hamburg barque

Harriet,

348 tons register,
Petersen, Commander.

Has superior accommodations for cabin and steerage passengers, who will be taken at a moderate rate. This vessel is first class and in every respect one of the most desireable vessels in port for goods and passengers. Please apply to the consignees Messrs. O. J. Hayes & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 30 Calle Reconquista.

12th January, 1850.

Will be dispatched within the next ten days.
FOR ANTWERP DIRECT.
The fine A. 1. National barque

ANNA,

300 tons, Captain Wessels.

Has only room for from 1000 to 1500 dry hides, which can be received on board immediately. This vessel has superior accommodations for passengers.

Please apply to the Consignees Messrs. Zimmermann, Frazier & Co., or to

John Higginbothom,
Licensed Ship Broker,
Calle Reconquista No. 30.

January 12th, 1850.

For Liverpool or London.
The well known remarkably fast sailing A. 1. Jersey built brig

Xarifa,

207 tons register,
J. Le Rossignol, Commander.

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

Having superior accommodations for passengers she is in every respect a most desireable conveyance.

For further particulars please apply to the Consignees Messrs. Edward Lumb & Co., or to

John Higginbothom,
Licensed Ship Broker,
Calle Reconquista No. 30.

January 12, 1850.

North American Chairs.

Just Received, by the last arrivals from the United States, a large and splendid assortment of North American Cane Seat and Wood Seat Chairs, and which will be sold at a lower price than the same sort have been sold for some time past. Apply at the Upholstery Store of G. & P. Inglis, Calle Santa Clara, No. 49.

JUST RECEIVED,
AT
G & H. MACKERN'S,
No. 25, Calle San Martin,

An assortment of English Stationery of superior quality, consisting of office, letter, and note papers, Gillott's steel pens, quills, Mordan's gold pens, silver pencil cases and leads, sealing wax of superior quality, Wedgeworth's manifold writers, copying and oiled papers for copying machines, letter clamps and clips, envelopes, wafers, ink stands, round rules, pocket and memorandum books, visiting and playing cards, black and red ink, India rubber, bills of exchange and lading in English and Spanish, &c., &c.

Dr. Canstatt

Begs to inform his friends and the public that after an absence from Buenos Ayres of more than 20 years, he has again established himself as a general Practitioner, and may be consulted at his residence Calle Perú, No. 125, where advice will be given to the Poor every morning from 7 to 9 o'clock.

GOSNELL & CO'S. highly perfumed Genuine *WINDSOR SOAP*, selling at No. 55 Calle Piedad, at the London prices.

Forster's
Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

For Antwerp.
The new clipper built, coppered and copperfastened Argentine barque

Martina,

formerly "Tombola",
of 190 tons, Captain F. W. Waller.

This fine vessel, well-known as a Hamburg and Antwerp trader, will have quich dispatch on account of taking only a small cargo, and offers a first-rate opportunity both to shippers and passengers. For particulars, apply to the consignees Messrs. J. N Bieber and Co., or to

Richard Suttton, Jr.
Licensed Ship Broker,
No. 14 calle Reconquista.

December 11, 1849.

For Sale.

A beautiful full-grown Tame Tigress, with iron cage. Apply at No. 298 Calle Representantes.

FOR FREIGHT OR CHARTER.
To any part of the world
The very superior A. 1. at Lloyd's and remarkably fast sailing British barque

Eléonore,

270 tons register,
N. Moulin, Commander.

Is in every respect a most desirable and superior conveyance for any party wanting a vessel of this class.

Please apply to the Consignees Messrs. De Lisle Brothers and Co., or to

John Higinbothom
Licensed Ship Broker
No. 30 calle Reconquista

December 7th, 1849.

GENERAL MANUFACTURING SADDLER.

Whip, Spur, Travelling Bag and Portmanteau Importer, No. 141 and 14 Calle Piedad.

The Subscriber in returning his sincere thanks to the public for the liberal support he has experienced, begs leave to state that he has received his summer assortment which he offers at the lowest remunerating prices. The stock consists of the choice of this market, and direct importations from England, embracing every article in the trade, from cart and plough harness to the most splendid turn out for the road, field or turf. In the harness department he can particularly recommend a few sets of double and single suits, in silver, brass, and covered mountings, with the requisite blacking to keep them in good condition. The Trade can be supplied with every article required, and will be treated liberally on wholesale principles.

Buenos Ayres, December 8, 1849.
DAVID SUFFERN.

Seeds & Plants.

For sale, at No. 140 Calle de Florida, upwards of 200 species, natives of the Country and will be carefully packed so as to endure a 3 or 4 months passage to Europe or to North America safe.

Orders left at Brash & Malcom's Naval store on the Alameda, will be attended to.

To the Ladies of Buenos Ayres.

Mrs. Traynor respectfully invites the attention of the ladies of Buenos Ayres to a very choice assortment of straw, Tuscan and fancy Bonnets, Ribbons, and Flowers in great variety.

Fancy Straw, Tuscan and Straw Bonnets cleaned, turned and trimmed.

Gentlemen's Chilian and Leghorn hats and caps cleaned to the greatest perfection.

Calle Tucuman, No. 91.

For Havre de Grace,
The superior fast sailing A. 1. French brig

"Nelie-Mathilde,"

192 tons, Captain Parquet,

Having a great portion of her cargo engaged and shipping will have quick despatch, she has still disengaged room for dry hides and bales.

The accommodations of this vessel for passengers are very superior.

Please apply to the consignees Messrs. Llavallol & Sons, or to

John Higginbothom,
Licensed Ship Broker,
calle Reconquista No. 30.

December 28th, 1849.

For Havre de Grace,
The very fine fast-sailing A. 1. French brig

AUTOMNE,

193 tons, register, J. M. Noel, Commander,

Is warranted to have quick despatch, having the greatest part of her cargo engaged, her accommodations for passengers are very superior.

For further particulars please apply to the consignees Messrs. A. Danoyer & Co., or to

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

November 22nd, 1849.

For Valparaiso.
The very fast-sailing A. 1. British built barque

Victoria,

244 tons per register,
Capt. W. C. Williamson.

Will have quick despatch, and will take cargo on freight, provided that same be shipped without delay.

This vessel has very superior accommodations for Passengers, and terms moderate.

Application to be made to her Consignees Messrs. Corti, Francischelli & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle La Reconquista.

For Valparaiso.
The very fast-sailing, superior, A.1. British built brig

Urania,

204 tons per register,
Capt. Joseph Moffat.

Will sail in a few days, and should cargo offer on freight, which can be sent off without delay, she will take same, on moderate terms. Also Passengers, for whom she has excellent accommodations.

Apply to the Consignees Messrs. Parlane Macalister & Co., or to

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

For Liverpool.
The known, regular trader, A.1. British built barque

Mercutio,

244 tons per register,
William Sewell, master.

Having a considerable part of her cargo engaged, will have quick despatch.

This superior vessel is famed for her short passages, and the excellent condition in which she has always turned out her cargo.

For terms of freight or passage (her accommodations being excellent) apply to the consignees, Messrs. Bates, Stokes & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle La Reconquista.

Just received, a fine assortment of ladies' and gentlemen's Saddles, and for Sale at *MOORE'S SADDLERY*, No. 90, calle de la Merced, formerly Cangallo, and will be Sold at moderate prices.

Buenos Ayres, Dec. 28, 1849.

The undersigned Agent for Messrs. Drake Brothers & Co., of Havana, is duly authorised and invested with London credits for that purpose to make advances on consignments to them, in his own name, without interference of a third party, which arrangement enables him to save useless expences and also the loss of difference of exchange resulting from relative Bill transactions.

THEODORE W. VAN ALLER.
Buenos Ayres, Dec. 23, 1849.
Belgrano, No. 14.

Notice.

The undersigned respectfully informs his friends and the public in general that he has just received an excellent assortment of the following—American lumber of every description, Russian do.—Spruce scantling from 25 to 35 long, 4 by 5—Birch plank and scantling—Ash, oak and algaroba—Mahogany planks, boards and veneers, &c. &c.—3000 pickets such as are used for garden fence or corral, and about 400 bundles of hoop iron, from 1½ to 4 inches wide, which he offers for Sale at his lumber yard and carpenter's establishment, Calle Mejico, No. 50 at the lowest prices. All orders in the carpenter's or cabinet makers business punctually attended to and executed on the shortest notice and most moderate terms. Always a quantity of ready made doors and windows on hand for either town or country.

N.B. Dry Goods also received on deposit.

JOHN McKIERNAN.

EXPORTS.

FEATHERS.—Duty, 4 per cent.				
Ostrich, long black——lb—	7	á	8	6
» white ——do—	—	á	—	3
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	34	á	36	9
» mixed——do—	40	á	46	6
» long 18 to 24 inches do—	80	á	90	6
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal——	—	á	25	8
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	47	á	50	7
Matadero, country, 25 to 30 lbs.av.	42	á	47	7
For Spain, per 35 lbs——	42	á	43	7
» North America, per do——	40	á	41	7
Of all stake ——per do——	36	á	43	7
Salted ox, 60 lbs. av, per 60 lbs.	36	á	37	2
Do. » 63 lbs. and above do.	40	á	42	2
» cow 45 to 48 lbs. average do.	35	á	36	2
» » 50 lbs. and above do.	35	á	36	2
Horse, salted, each ——	13	á	14	6
» dry ——do——	10	á	12	6
HORNS—Duty, 4 per cent.				
Ox——thousand	700	á	800	2
Cow——do—	—	á	200	8
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—	
SKINS—Duty, calf 1 dol. each, slunk calf ¼ dol. all others 4 p.ct.				4
Calf, 3 to 12 lbs. wt., per 35 lbs.	48	á	55	2
Chinchilla, per dozen——				2
Goat——per do——	—	á	—	
Nutria ——per lb——	—	á	6	8
Sheep, washed, fine and ordinary ——dozen	31	á	34	7
Do. dirty——do—	24	á	30	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	17	á	18	4
Do. melted, 1st class, do.	27	á	28	4
Do. pure, 2nd class, do.	22	á	23	4
Grease and tallow ——do.	20	á	22	4
TONGUES, salted, dozen ——	8	á	10	
WOOL.—Duty free.				
Ordinary, washed ——arroba	24	á	32	7
Do. dirty ——do—	10	á	12	7
Mestiza, washed ——do—	30	á	35	7
Do. dirty ——do—	15	á	20	7
Fine, washed——do—	40	á	60	7
» dirty ——do—	25	á	35	7
Cordova, washed——	—	á	22	rs.sil.6
Do. dirty ——				3

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

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)——	—	á	—	8
Tucuman, ox, each ——do—	—	á	3 4	
Do. cow » ——do—	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay ——	38	á	40	9
YERBA, Paraguay, superior —	70	á	75	9

MONEY MARKET.

EXCHANGE, England, in currency, á 3¼ per dol-
Do. do. in specie 66s. á 67s. per oz
Do. France, do. do. 86 á 87 fs. per oz.
" Montevideo, at par
" Rio Janeiro, do. do.
" United States á 5 per cent. discount.
The highest rate of Exchange upon England during the week, 68s. per ounce.
The lowest, 66s. per do.
STOCK—Six per cent........ at par.
" Four per cent...... in proportion.
BULLION—Spanish doubloons.... — á 252
" Patriot doubloons .... 249½ á 250
" Do. Dollars...... 15½ á 15¾
" Spanish do. & Patacones — á 16
" Plata Macuquina..... — á 14½
The highest price of Spanish doubloons during the week 256
The lowest 252
The highest price of Patriot doubloons during the week 253
The lowest 249½.
Permits for shipping specie, prem. per cent. nominally, no demand ¼ á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60 to 65s. p 2240 lbs.	25á30s.p. 2240lbs.	In box. 30s. In pipes 30s. á 35s. } per 2240 lbs.	Wool 25s. Hair 30s.	nominal.
France......	55 fs. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	50 p.42 cubic ft.	
Continent....	£3 á 4 p.2240 lbs.	30s. per 2240 lbs.	........none........	30s. per 40 feet.	nominal.
Spain......	$24 per 2000 lbs.		........none........		
United States	$10 per 2000 lbs.	$5 per 2000 lb.	........none........	$4½ per 40 feet.	
Rio Janeiro..	.....none.....	.....none.....	........none........	.....none.....	2 rls. p. 100 nominal
Havana	.....none.....	.....none.....	........none........	.....none.....	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.