

BRITISH CONSUL

AND ARGENTINE NEWS.

(No. 1228.)

BUENOS AYRES, SATURDAY, MARCH 9, 1860.

[Established in 1826.]

BUENOS AYRES.

The last term for which General Rosas was elected to the governorship of the Province having expired on the 7th inst., the Legislature met on that day for the purpose of taking the necessary steps. After sanctioning a decree approving of the use made by H. E. of the powers conferred to him, and passing a vote of thanks to him for the eminent services he has rendered to the cause of the liberty and independence of the country, the Representatives proceeded to a new election, when the same illustrious personage was again unanimously chosen Governor and Captain General of the Province according to the provisions of the law of the 7th of March, 1853. The House at the same time declared that the election was made in the terms and on the conditions required in the petition of the people for the alleviation of H. E.'s administrative labours; the Representatives guaranteeing the consequences with their lives, their fortunes and sacred honours. The result of the House's deliberation was conveyed to General Rosas by a deputation composed of the President and Secretaries; and in the afternoon Palermo was crowded with citizens of the highest distinction, anxious to testify their cordial adherence to the proceedings of the Representatives.

We wish we could dilate from our minds all apprehension as to H. E.'s final determination.

The National Assembly of France has ended the old year and commenced the new one with a botanous debate on the affairs of the River Plate.

It was understood till the middle of December that the government would stand by the Lefraud convention. Fearful, however, of the influence of M. Thiers with a considerable amount of the majority, it finally decided to maintain the status quo and continue the negotiations.

In the meantime funds had been demanded to meet the deficit of the intrusive government in Montevideo which had become due since the last appropriation, and this subject had been referred to a special committee. To this committee cognizance was given of the Lefraud convention, and Ministers entered into full explanations of the reasons why they refrained from submitting it for the ratification of the Assembly.

The report of the committee, while proposing the grant of 2,800,000 francs for the payment of the subsidy, advised the adoption of a resolution which would leave the government no alternative but to embark in a disastrous war. This report excited the deepest indignation in the minds of the President of the Republic and of the Ministers, who resolved to oppose it with all their energy.

The discussion commenced on the 28th of December and continued to the 31st, when a division took place on an amendment proposed by M. de Rance to the following effect:—

There is opened to the Ministers of Marine and War a credit of 11,000,000 francs in order to support by arms in case of need, the negotiations between the French and Argentine Republics.

In a house of 627 members there was a majority of 3 for entertaining this amendment, which was consequently referred to the Committee to report thereon.

The Committee put the following questions to the Government—

Will the cabinet send an armed or unarmed negotiator? What modification will the cabinet require in the Lefraud treaty?

The Minister of Foreign Affairs made the following reply:—
The Government will not send an armed negotiator (you are aware of what this means); it will continue the negotiations commenced and not broken off, as the ratification of the Lefraud treaty was not proposed to the Assembly. We wish to maintain the most rigorous neutrality with respect to the election of the President of the Republic of the Uruguay; we wish to obtain explanations in regard to the articles of the treaty which appear to us obscure. The Government is desirous of protecting seriously our fellow-countrymen against all the occurrences that may threaten them on the banks of La Plata. This duty is independent of all possible solutions of the Montevideo question.

The Committee then presented the following amendments:—

The National Assembly invites the Executive Power to support the negotiations which it proposes to continue, with force adequate to secure their successful issue and to protect our fellow-countrymen.

The discussion was resumed on the 4th of January, when Ministers again defended with great zeal their pacific policy against the instans of M. Thiers and his clique, who on this occasion respined by the Mountain and the Ultra-Royalists. The general debate was brought to a close on the 5th, and it was understood that on the 7th the sense of the House would be taken on the different amendments, embracing the following:—

By M. Raudot.—Art. 4.—The National Assembly invites the President of the French Republic to acquaint immediately the Government of Montevideo of the resolution of France to cease the payment of the subsidy stipulated by the Convention of the 12th June, 1858.

By M. Franquet Bouquet, to precede M. de Rance's amendment.—The Executive shall propose without delay to the governments of the United States and Great Britain to arbitrate in common concert on the affairs of La Plata, and secure in that country the independence of the States and the peace injuriously required by the necessities of commerce and civilization.

It was thought that neither the original proposition of the Committee nor any of the amendments would be adopted. The government had taken so firm a stand, and the warlike ardour of so many fiery spirits, who were once so anxious for an expedition having coast down the little doubt was entertained but that the policy of the Ministry would ultimately prevail.

The Paris journal *Ouvre* says—"It is confidently stated, that in anticipation of a vote favourable to the system of an armed negotiation and of sending an expedition to the waters of La Plata the President of the Republic has formally announced his intention of offering the terms of Government to the parliamentary persons whose counsels, influence and oratory should drag the Assembly into such a course. He is said to have determined to throw upon them the direction of a policy, the idea of which belongs to them, and make them accept the responsibility of the Government in the affairs of La Plata."

The following from the *Liberator*, another Paris journal, gives an insight into the cause of the malignancy of M. Thiers and his friends—

"The President is surrounded by too many English! remarked a statesman distinguished for the keenness of his perception, on leaving the Elysée a few evenings ago. The remark is just and may serve to explain the conduct of the Government in the affairs of La Plata."

Poor M. Thiers! Political charlatanism is at a discount even in France.

Our advices from Europe are to the 7th of January.

As regards England the London papers announce the gratifying fact of a general and increasing prosperity in commercial matters. Parliament was to meet on the 31st of January. In the latter end of December the tides, as predicted, had been unusually high, but no serious damage was sustained.

France was quiet. The President had raised his uncle, the ex-King Jerome, to the dignity of a Marshal of France. The difference with the Pope were understood to be on the point of settlement; and it was expected that his holiness would return to Rome even before the conclusion of the arrangements in regard to the fugitive Garrison of that capital.

The negotiations between Prussia and Denmark on the subject of the Duchies were to be continued at Berlin.

Documents relating to the execution of the first article of the Convention between Great Britain and the Argentine Confederation.

BUENOS AYRES, 24th February, 1860.
Sir,—I have the honor to state to Your Excellency, for the information of H. E. the Governor of the Province, charged with the Foreign Relations of the Argentine Confederation, Brigadier General Don Juan Manuel de Rosas, that I have taken into full and due execution the First Article of the Convention between Great Britain and the Argentine Confederation, in the subject of the execution of the Island of Martin Garcia, and I have now the honor to announce to Y. E. that I have received the formal notification of the Commander-in-Chief of Her Majesty's Naval Forces in the Station, Rear-Admiral Barrington Reynolds, C.B., to the effect that the Island of Martin Garcia is definitely evacuated by the British Forces, and that no vestige remains of their having occupied that island or any portion of it.

I avail myself of this occasion to renew to Y. E. the assurance of my highest consideration and esteem.
(Signed) Henry Southey,
His Excellency Sir, Don Felix Alvarez,
Minister for Foreign Affairs of the
Government of Buenos Ayres, charged
with those of the Argentine
Confederation.

BUENOS AYRES, February 25, 1860.
H. E. the Governor, in view of Y. E. foregoing esteemed note, has directed the undersigned, an equipping Y. E. of the receipt thereof, to state that H. E. has approved of the entire execution of the First Article of the Convention of peace between the Argentine Confederation and Great Britain, in the subject of the Island of Martin Garcia, and I have now the honor to announce to Y. E. that I have received the formal notification of the Commander-in-Chief of Her Majesty's Naval Forces in the Station, Rear-Admiral Barrington Reynolds, C.B., to the effect that the Island of Martin Garcia is definitely evacuated by the British Forces, and that no vestige remains of their having occupied that island or any portion of it.

BUENOS AYRES, 24th February, 1860.
Sir,—Being anxious to correspond to the spirit of cordiality and goodwill which has characterized the proceedings of the Argentine Government with respect to the Argentine Confederation, on the 24th November last, between Great Britain and the Argentine Confederation, in the subject of the execution of the Island of Martin Garcia, I have now the honor to announce to Y. E. that I have received the formal notification of the Commander-in-Chief of Her Majesty's Naval Forces in the Station, Rear-Admiral Barrington Reynolds, C.B., to the effect that the Island of Martin Garcia is definitely evacuated by the British Forces, and that no vestige remains of their having occupied that island or any portion of it.

As regards the Argentine Republic, I have the honor to communicate verbally to H. E. the Governor, and should be so courteously informed, that I have received the formal notification of the Commander-in-Chief of Her Majesty's Naval Forces in the Station, Rear-Admiral Barrington Reynolds, C.B., to the effect that the Island of Martin Garcia is definitely evacuated by the British Forces, and that no vestige remains of their having occupied that island or any portion of it.

Argentine Flag saluted on that occasion, as stated above.

I avail, &c.,
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Intimation having been given by the Police Department that all window gratings and door rails in this city protruding beyond the line of buildings be removed within said time, and all carriages and projections tended to obstruct passengers on the side walk be cut down within the term of 40 days; great repairs are now going on throughout the city in compliance therewith. The water spouts, another serious source of inconvenience and annoyance to passers by, have been also ordered to be removed within the same term, and the line of buildings be washed of all private houses to be carried into effect previous to the 25th of May next, has likewise, we understand, been circulated.

The work on the construction and improvement of the community at large, and the individual of all other considerations, afford a fitting moment to the said designed by the functionary as present at the head of our most important department, in the discharge of his public duty.

MARINE LIST

PORT OF BUENOS AYRES

March 2.—Wind S.W., in the afternoon

Arrived, Brazilian steamer Continental, 137 tons, Faunting Ship, Guano, from Buco last.

Passengers—15.

Sailed, H. B. M. frigate Southampton, 50 guns, under the command of Sir John B. Murray, for Montevideo.

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March 3.—Wind S.W., in the afternoon

Arrived, H. B. M. brigantine packet Kestrel, 50 tons, from Buenos Aires, last.

the mail conveyed to Rioon the 15th by H. M.'s packet Penguin from Falmouth 6th January.

Passengers—7. Sailed, National brig Beta, 240 tons, C. Engho, for Antwerp, despatched by Becher, Pruss & Co., with 600 boxes of oat and cow hides, 453 salted do., 150 lining hides.

—French barque Souvenir, 254 tons, Bougot, for the West Indies, despatched by Becher, Pruss & Co., with 400 salted do., 150 lining hides.

—Sailed, French barque Henri IV, 293 tons, Bougot, for Bahia, despatched by Llavall & Sons, in ballast.

March 4.—Wind S. E. in the afternoon changed to S. E.

Arrived, Brazilian brig w/ Cape Ribre, 19 tons, Lent. Juan Nepomuceno Meneses, from Montevideo 3d inst.

British brigantine Promoth, 255 tons, Thomas Barnes, from Cadix 10th Jan. to Natal & Co., with 160 tons salted do.

Sailed, French barque Henri IV, 293 tons, Bougot, for Bahia, despatched by Llavall & Sons, in ballast.

March 5.—Wind S. E. W. in the afternoon changed to S. E.

Arrived, National schooner Liza, 121 tons, Muratoro, from Bacoa 2d. Colonia 4th inst. to Curtis Glazema, in ballast.

Passengers—24. Sailed, Sardinian schooner Nina, 121 tons, Jose Barroso, for Bacoa, despatched by Leiza & Co., with 135 boxes of wool, 15 hogsheads, 18 casks, 10 kegs, 11 bags and 9 packages merchandise, 450 iron pots, 104 hogsheads and 2 crates earthenware.

British brig Isabella, 109 tons, James Lenfestay, for London, despatched by De Lisle, B. Briers & Co., with 67 pieces, 1 half piece and 638 boxes tallow, 12,600 boxes, 10,000 boxes.

British brig Margaret, 182 tons, John Barr, for the Cape of Good Hope, despatched by Fry's Brothers, in ballast.

March 6.—Wind N. E. in the afternoon changed to N. E.

Arrived, French barque Ernest, 240 tons, Bougot, from Havre 7th January, to E. Ochou & Co.

Passengers—4. Sailed, American brigantine Prairie, 190 tons, Edmund Upton, for Bacoa, despatched by Henry Ross, with 6,019 dry ox and cow hides, 1,250 salted do., 40 bales wool, 19 do. sheep skins.

Bremen schooner Eran Dumas, 167 tons, J. Jaborg, for Colonia, despatched by Corti, Francischelli & Co., in ballast.

March 7.—Wind S. by N. W.

Arrived, Spanish polacre Pinesa, 162 tons, Agustin Austrich, from Bacoa 5th inst., to Narciso Martiniz, with 2 boxes clothing, 2 do. shoes, 2 mill iron, 2 pieces iron.

Sailed, Sardinian polacre barque Rinaldo, 244 tons, Agustin Badarosa, for Greece, despatched by Jos. Auguste Eran Dumas, 167 tons, J. Jaborg, with 5,947 salted do., 2,694 dry horse hides, 49 serons hair, 14 bales wool, 22 boxes tallow.

French ship Alexander, 300 tons, Serrain, for Havana, despatched by Thomas House, with 4,313 quintals jerked beef, 143 dry ox and cow hides.

British brigantine Agave, 185 tons, W. W. Nichol, for Queenstown or Falmouth, despatched by J. C. Thompson & Co., with 10,010 salted ox and cow hides, 20,000 boxes.

Sardinian lugger of war Fama, Lelio Sivori, for Montevideo.

March 8.—Wind S. E. in the afternoon changed to S. E.

Sailed, American barque Edward Koppach, 240 tons, Edwin Upton, for Salem, despatched by Daniel Gowland & Co., with 6,224 dry ox and cow hides, 1,404 salted do., do, 10 bales and 18 serons wool, 47 serons horse hair, 47 bales sheep skins, 7,500 boxes.

British brig Alfred, 167 tons, Alfred Merris, for Falmouth, despatched by Nicholson, Green & Co., with 5,780 salted ox and cow hides, 15,400 boxes, 8,100 thin boxes, 3083 pipes and 12 boxes tallow.

Hamburg barque Harriet, 307 tons, J. Petersen, for New York, despatched by O. J. Hayes & Co., with 7,684 dry ox and cow hides, 366 bales and 31 bales wool, 3 bales and 30 serons hair, 3 bales dog skins, 4 do. sheep skins, 7 do. deer.

British steamer Continentaria, 137 tons, Juan Jose Couto, for Bacoa, despatched by Richard Carter, with 21 bales 1 cask and 4 boxes merchandise, 3 packages and 329 bars iron.

American brig Chocoma, 245 tons, Samuel Pittney, for the West Indies, despatched by Zimmerman, Frazer & Co., with 18 boxes tobacco, 100 kegs mules.

Norwegian brig Washington, 220 tons, R. Fillich, for Bacoa, despatched by Charles R. Horne, with 4,000 pieces fine wool, 900 shingles, 750 staves, 355 logs, 12 xistrees, 61 do. planks, 7 joists.

Bremen galiot London Packet, 108 tons, Werckmeister, for the Shaloo, in ballast, despatched by Zimmerman, Frazer & Co., to take in a cargo of produce for England.

The following are the manifests of the un-derrmented vessels—

—Diana—4 boxes tallow, 2 do. plants and flowers, 2 do. iron, 2 do. salted do., 2 do. bales onions, 7 barrels cheese.

—Ethiopia—46 pine logs, 700 tresses pine plants and boards.

—Phoenix—(Bremen brig) 2 wooden doors, 9 packages samples, 2 pianofortes, 10,000 bricks, 120 kegs, 118 boxes, 100 bales, 45 barrels, 70 boxes and bales 91 barrels, 10 packages, 50 pipes and 20 do. merchandize.

—Tonberg—350,088 feet pine, 19 boxes sperm candles, 3 do. dry goods.

—Molina—180 Lyons suit.

—Pina—45 mowt salt.

—White Lewis—34 boxes mangle, 13 do. cigars, 92 barrels sugar, 44 do. starch, 94 boxes, 1000 packages cigars, 1,172 boxes, 20 boxes cheese, 10,000 bricks, 1,172 boards, 20 boxes samples, 300 do., 170 demijohns and 200 piping, 10 boxes cognac water, 1 do. book, 60 do, 15 bales, 605 barrels and 1 package merchandize, 28 boxes wine, 2 boxes onions, 30 do. lard.

The arrivals from foreign ports during the past month have been as follows—Lisbon 2, St. Ubes 4, Cape Verde 5, all with sail. Cebriz 7, 5 with sail, 1 salt and wine, 1 salt and dry goods. Barcelona and other Spanish ports 10, 1 salt, fruit, &c.; 1 salt masting, &c.; 3 wine, 3 spirits, fruit, &c.; 1 lumber, britis, &c.; 3 passengers only. Brazil 8, 2 yers and lumber, 4 yers and firewood, 1 lumber, 1 lumber, rice and farina, 1 tobacco and rice, 1 tobacco, rice and starch, 1 salt and sugar, 1 salt 1 lumber, Messel 1, lumber, Copenhagen 1, lumber. Antwerp 1, assorted cargo, Harburg 2, 1 assorted cargo, 1 coat and dry goods, Valparaiso 1 flour, cocoas merchandise, &c. France 9, 1 assorted cargo, 1 dry goods, 1 tires and merchandize, 9 wine, oil, spirits, &c. Genoa 3, 1 assorted cargo, 1 wine and spirits, 1 murrine. Great Britain 1, assorted cargoes, United States, 2, 1 lumber, 1 lumber and dry goods, 1 lumber and naval stores, 1 lumber, herrings and grindstones, 1 lumber, rice, &c. Barcelona, 6, 1 lumber, 5 yers; 3, in ballast, with passengers. War vessels 7.—Total 88.

The sailings during the same period, besides the 61 vessels which have proceeded hence for different foreign ports laden with produce, are shown in the annexed statement, have been as follows—Brazil 7—4 Brazil, 2 West India, 1 Brazil return cargo, American 3—1 Valparaiso in ballast, Brazilian 9—4 Bacoa, 1 in ballast, 3 assorted cargoes; 5 Brazil, 3 in ballast, 2 part India, dry goods and salt. Chili 1. Brazil return cargo, Americans 3—1 Valparaiso, 1 West India, Britis in ballast. French—1 East India in ballast, Hamburg 2—1 Brazil, 1 East India return cargo, American 3—1 Valparaiso, lumber &c., National—1 Brazil, 1 ballast, Norwegian—1 Brazil, 1 Bacoa, 1 United States, all in ballast. Grenada 2—1 Bacoa 1 Rio Grande, assorted cargoes. Russian—1 West India, in ballast. Sardinian 5—1 Bacoa

assorted cargo, 1 Brazil and 3 Montevideo, all in ballast, Spanish—1 Bacoa, return cargo. War vessels 3.

Yessels, with cargoes of native produce (3 from the Salado included) 51. Do. do. laden wholly or in part with native produce 12.

Do. do. in ballast 12. Do. do. of war 3. Do. do. of other 3. 91

NOTICE TO MARINERS. SHIP ROTON OF ST. LAWRENCE HOUSE, AT THE Mouth of the Firth of Clyde.

The Commissioners of the Northern Lighthouse hereby give Notice, that a Lighthouse has been built upon the Rock called Sanda, off the Mull of Khyrie, in the County of Argyll, the Light of which will be exhibited on the Night of Monday the 7th January 1850, and every Night thereafter, from Sun-set till Sun-rise.

The following is a Specification of the Light-houses, and the appearance of the Light, by Mr. James Nicol, Engineer to the Commissioners:—The Light-house is on N. Lat. 56° 18' 30"; W. Long. 2° 34' 50". By Compass the Light-houses have from Fluda Light, W. by S. W. 1/2 W. distant 18 miles; from Port's Rock Buoy, W. by N. distant 13 miles; from Ailsa Craig, N. W. by W. distant 15 miles; from "Comet" Light, N. by W. distant 22 miles; from the Maiden's Rock Light, N. E. by E. distant 31 miles; from Fair Head, in the County of Down, S. E. & E. distant 124 miles; from the most Northern Part of Rathlin Island, S. E. by E. distant 41 miles; and from the most Southern Part of the Mull of Gigha, S. E. by E. distant 60 miles.

The Ship Rock of Sanda Light will be known to Mariners as a FIXED RED LIGHT, and will be visible in a black westerly direction from N. W. 1/2 W. 165 feet above the level of the sea; but the Light, being red, will not be seen at a greater distance than about five cables, and at lesser distances according to the state of the atmosphere.

The Commissioners hereby further give Notice, that by virtue of a Warrant from the Queen in Council, dated 1st March, 1846, the following Tolls will be levied in respect to the Light, viz:—

All Tolls for Tolls belonging to the United Kingdom of Great Britain and Ireland (and the same not belonging to Her Majesty, her heirs and successors, who being navigated wholly by sail), and for every Foreign Vessel which, by any Act of Parliament, Order in Council, Commission, or Treaty, shall be privileged to enter the Ports of the said United Kingdom, upon paying the same duties as are paid by British Vessels (and the same which shall pass the said Light-house of Sanda, or be for the benefit thereof, the Toll of one Farthing per Tonnage of the Burden of every such Vessel, for each time of passing the said Light-house, or detouring to any other Light-house, or to any other port, or Double the said Toll for passing or detouring to or from any other port; and Double the said Toll for every Tonnage of every such respective Tonnage for the said foreign vessel as aforesaid.)

By Order of the Board, (Signed) ALEX. GUNNINGHAM, Secretary, Office of Lighthouses, Whitehall, 7th January, 1850.

Table with columns: Date, Name, Tonnage, Destination, and various cargo items (Wool, Hides, etc.). Includes entries for various ships and their respective cargoes.

Arrivals. Shipping List.

John Hambroth, of London Ship Broker.

British brig PANONIA, 240 tons, Schmitt, commander. Has only room for fifty tons of salted hides and will be despatched on the 14th inst.

British brig MESSA, J. C. Thompson & Co. commander. Has three-fourths of her cargo of salted hides and short about forty tons of salted hides to complete her loading.

British brig CREVIER, 290 tons, James J. Avery, commander. Has all her cargo engaged, and will be despatched in the course of four or five days with her only room for passengers.

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MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AIRES ON FRIDAY LAST

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captain Names.	Commisses.	Destinations, &c.
Sept. 28	Brig D. de Anjos, Chameria	137	Mig. Coelho Meyrells
29	Brig GULLON, Christian F.	243	Antwerp.
October	Brig Gullon, Christian F.	243	Antwerp.
November	Brig Gullon, Christian F.	243	Antwerp.
December	Brig Gullon, Christian F.	243	Antwerp.
1	Brig Gullon, Christian F.	243	Antwerp.
2	Brig Gullon, Christian F.	243	Antwerp.
3	Brig Gullon, Christian F.	243	Antwerp.
4	Brig Gullon, Christian F.	243	Antwerp.
5	Brig Gullon, Christian F.	243	Antwerp.
6	Brig Gullon, Christian F.	243	Antwerp.
7	Brig Gullon, Christian F.	243	Antwerp.
8	Brig Gullon, Christian F.	243	Antwerp.
9	Brig Gullon, Christian F.	243	Antwerp.
10	Brig Gullon, Christian F.	243	Antwerp.
11	Brig Gullon, Christian F.	243	Antwerp.
12	Brig Gullon, Christian F.	243	Antwerp.
13	Brig Gullon, Christian F.	243	Antwerp.
14	Brig Gullon, Christian F.	243	Antwerp.
15	Brig Gullon, Christian F.	243	Antwerp.
16	Brig Gullon, Christian F.	243	Antwerp.
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29	Brig Gullon, Christian F.	243	Antwerp.
30	Brig Gullon, Christian F.	243	Antwerp.
31	Brig Gullon, Christian F.	243	Antwerp.

Date.	Vessels and Captain Names.	Commisses.	Destinations, &c.
January 1	Brig Antwerp, N. Sanderson	195	Woolwich & Co.
2	Schooner, H. J. W. B. ...	210	Hamburg.
3	Brig Fishkill, Albany	214	Rig. Knutson & Co.
December 10	Barque Cesar, Havana, Spain	230	Buenos Aires and Rio de Janeiro.
11	Brig City, New York	231	Hamburg.
12	Barque Amphitrite, J. J. Arends	232	Samuel H. Bondell
13	Brig Maracaibo, C. Bahr	233	Woolwich & Co.
14	Brig Antwerp, N. Sanderson	234	Woolwich & Co.
15	Brig Adolph, G. Robinson	235	Hamburg and Rio de Janeiro.
16	Brig Antwerp, N. Sanderson	236	Woolwich & Co.
17	Brig Antwerp, N. Sanderson	237	Hamburg.
18	Brig Antwerp, N. Sanderson	238	Woolwich & Co.
19	Brig Antwerp, N. Sanderson	239	Hamburg.
20	Brig Antwerp, N. Sanderson	240	Woolwich & Co.
21	Brig Antwerp, N. Sanderson	241	Hamburg.
22	Brig Antwerp, N. Sanderson	242	Woolwich & Co.
23	Brig Antwerp, N. Sanderson	243	Hamburg.
24	Brig Antwerp, N. Sanderson	244	Woolwich & Co.
25	Brig Antwerp, N. Sanderson	245	Hamburg.
26	Brig Antwerp, N. Sanderson	246	Woolwich & Co.
27	Brig Antwerp, N. Sanderson	247	Hamburg.
28	Brig Antwerp, N. Sanderson	248	Woolwich & Co.
29	Brig Antwerp, N. Sanderson	249	Hamburg.
30	Brig Antwerp, N. Sanderson	250	Woolwich & Co.
31	Brig Antwerp, N. Sanderson	251	Hamburg.

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

The very fine fast sailing A. British built brig "CARRHENTON" of 245 tons, capt. J. Cocke—ready for cargo. Messrs. R. & J. Carlini & Co., Consignees.

The well known in the trade, A. British built brig "Emmanuel Bouchard" of 211 tons, Capt. W. Fattner, will be ready for cargo within a week. Messrs. Brown, Bruns & Co., Consignees.

The remarkably fast sailing A. British built brig "CARRHENTON" of 219 tons, capt. George Norris, will be ready to accept cargo on board with a fortnight, and will accept a charter for any port, on moderate terms. Messrs. H. H. Reaner & Co., Consignees.

American.

The very fast sailing, superior first class, coppered and copper fastened bark "An Murray" of 215 tons, capt. William Lull—ready to take cargo on board and will take freight, or accept a charter for any port. Messrs. H. H. Reaner & Co., Consignees.

Lubeck.

The superior fast sailing coppered and copper fastened, new first class bark "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

Hamburg.

The fast sailing first class, coppered and copper fastened bark "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

Norwegian.

The very fine, fast sailing coppered and copper fastened bark "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

Danish.

The first class and very superior, coppered and copper fastened bark "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

Prussian.

The very superior first class, coppered and copper fastened bark "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

National.

The well known A. British built brig "CARRHENTON" of 219 tons, capt. George Norris, will be ready to accept cargo on board with a fortnight, and will accept a charter for any port, on moderate terms. Messrs. H. H. Reaner & Co., Consignees.

For Freight or Charter.

British.

The very superior, new, and very fast sailing Liverpool built brig "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

The regular trader, well known A. British built brig "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

The superior A. British built brig "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

The very fast sailing A. British built brig "M. de 241 tons, capt. Thomas Apfel, has only 1000 lbs. of cargo on board and will accept cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

Notice.

A vessel is required to proceed to the office of the port of Buenos Aires, on the 15th of February, and the cargo of the bark "M. de 241 tons, capt. Thomas Apfel, will be ready to receive cargo on board on moderate terms. Messrs. Brown, Bruns & Co., Consignees.

