BRITISH PACKET AND ARGENTINE NEWS.

(No. 1230.) BUENOS AYRES, SATURDAY, MARCH 23, 1850. [*Established in 1826.*]

BUENOS AYRES.

The House of Representatives transacted business on Tuesday last. The general accounts of the Province appertaining to 1848, after having been duly audited, were approved; and the estimates for 1850, amounting to $71,337,004 2¼ received the sanction of the House. The Representatives, notwithstanding the appropriation of the above sum, decreed that until the honourable termination of the negotiation pending with France, General Rosas is at liberty to dispose of all the funds, revenues and resources of the Province of every description without any reservation whatever; such unlimited authorization extending likewise to the period of the actual reincorporation of the Province of Paraguay to the Republic.

Whilst in the reports of the late debate in the Legislative Assembly of France the mind is painfully struck with the absence of all regard for the eternal principles of international justice in the speeches of the members of the opposition, it is cheering to find that the government of Louis Napoleon has the courage to avow respect for those principles and to declare its intention of acting in accordance with them. The *Napoleon*, a new ministerial journal published in Paris, which is understood to receive inspirations from the highest quarter, thus discourses on the subject of the question of the River Plate in its first number of the 6th of January last—

The principles of morality apply also to politics. It will be always essential for a government to do unto others as it would be done unto. Thus, on the banks of La Plata, some years since, the agents of the French government thought fit to espouse the cause of one of the parties which divided the Republic of the Uruguay. This was rashly to interfere without any just reason in the quarrels of a foreign country. France had nothing but heartburnings and complications without number until 1840, when Admiral Mackau made a treaty which ended the contest, and offered to our commerce and our countrymen all desirable protection. We had got rid of this difficult question, leaving England at variance with Rosas; but in 1844 Queen Victoria attended by Lord Aberdeen, having come over on a visit to Louis Philippe at Eu, the British Minister persuaded M. Guizot to join again in the efforts of England to bring Rosas to reason. Hence the glorious battle of Obligado, and hence also the difficulties with which we are still embarrassed. Indeed, there is nothing more terrible than those expeditions and contests which embitter questions instead of solving them, and which cause the gold and the blood of France to be expended to no purpose. Since that time all attempts at pacification have failed. Nevertheless, M. Bastide, Minister for Foreign Affairs, with the view of bringing things to a close, sent out instructions to Admiral Leprédour authorising him to negotiate a treaty that should guarantee sufficiently our interests and our honour. Rosas met these overtures with a counter project which arrived in France three months ago. The government had only two courses, either to accept it, and then present it for the ratification of the Chamber, or return it, if it was desirous of its modification. It has chosen this latter course. Notwithstanding, the Government was obliged to ask the Assembly for the extension of the credit which gives the city of Montevideo 250,000f. a month. On this occasion, the committee of the Chamber grasping the substance of the question, and usurping the rights of the Executive, required the examination of the papers and set about discussing the articles of a treaty which was not open to discussion, inasmuch as it ought to be regarded as not concluded since the two governments interested had not come to an agreement as to the precise terms of the negotiation. Hence the confusion of the debate. It was then that a singular phenomenon presented itself; the party which is generally desirous of peace at any cost, which has trembled at the rashness of the government when it sent our fleet to the Dardanelles to protect a just right, began to make the grand words of national honour echo in behalf of a cause in which personal *amour propre* is still more involved than the interest of the country.

Now then, here is the question reduced to its most simple terms. The Government is negotiating with Rosas. It is necessary that this negotiation be brought to an end. It is proper, without doubt, to take care that the interests of our countrymen shall be no longer imperilled; but at the same time to remember that Buenos Ayres is much more important for us than Montevideo. Above all, let us have peace; an expedition would drag us into incalculable dangers.

We have glanced over London papers to the 25th of January. The only noticeable piece of intelligence we find is dated the 23d from Paris, stating that M. Goury du Roslan, after being raised to a higher diplomatic category, had been charged with an extraordinary mission to La Plata, and was to set out for his destination within a few days.

Buenos Ayres, January 24, 1850.

The undersigned, Consul of Frankfort and of H. M. the King of Prussia, finds himself again under the necessity of retiring to his small estate on the coast of the Samborombon, on account of not having obtained from his court the favour he had pressingly solicited of being provided with means to enable him to subsist in the city with some kind of respectability and keep his family by his side.

It is thus that he now fulfills the duty of acquainting H. E. the Minister for Foreign Affairs, that from the end of the present month of January he will leave vacant the consulship he has had under his charge until H. M. shall name the person who is to fill them.

The undersigned, in taking leave of H. E. the Minister for Foreign Affairs, avails himself of the opportunity to offer through his medium to H. E. the Governor the most sincere thanks for the many and courteous attentions he has uniformly extended towards him, with the assurance that he will ever pray the Almighty to have H. E. the Governor in his holy keeping for the welfare of the Argentine Confederation.

The undersigned, &c.,

Francis J. Mohr.

H. E. the Minister for Foreign Affairs, &c. &c. &c.

(*Extract.*)

Buenos Ayres, February 14, 1850.

H. E. the Governor, by whose superior direction the undersigned replies to your esteemed note (as above), is apprised of your resolution, for the reasons stated by you, to retire into the country, leaving the consulates vacant which you have so worthily filled.

H. E. likewise, highly grateful for the kind expressions which you address to him, and the noble wishes which you offer up for H. E., has directed the undersigned to state so to you in reply, manifesting at the same time the sincere desires of H. E. the Governor for your happiness and prosperity.

Felipe Arana.

Francis J. Mohr, Esq.,
&c. &c.

IMPORTANT FROM HONDURAS—HIGH-HANDED PROCEEDINGS OF BRITISH AGENTS.

Correspondence of the Express.

Leon de Nicaragua, Nov. 8, 1849.

The British have been committing some new outrages in this part of the world; and as a consequence Central America is in a high state of excitement. Since the negotiation of the treaty by Mr. Squier, the British Government, through its agent, Mr. Chatfield, has been committing outrages, which cannot fail to receive the immediate attention of the Government at Washington. This Mr. Chatfield, as the agent of the British Government, arrived at the Gulf of Fonseca on the 16th of October, and immediately took possession of the Island of Tigre, "in the name of the British Queen."

This was done under cover of an armed force, with cannon and all the pomp and circumstance of war. *The flag of Honduras was, by his order, torn down, and that of England run up and saluted.* This is not all. A Superintendent was by him appointed, and a new order of Government established.

Commodore Paynter had previously arrived off Realejo, in command of the British steamer Gorgon, but did not enter.

I learn that Mr. Squier, our Minister, who has been very prompt in the discharge of his duties, at once dispatched a messenger to Chatfield, telling him that the Island of Tigre had been ceded to the United States, and that under the circumstances, he had no doubt that he [Chatfield] would immediately order its evacuation. Chatfield replied, it is said, on the following day, acknowledging the receipt of our Minister's letter, and declaring *that Honduras had no right to cede any portion of her territory, because, first, she had not even the right to a national existence!* And, secondly, he is understood to have said, that she had no right to dispose of the Island of Tigre, because he [Chatfield] had intimated his intention of placing a lien upon the Island!

What Mr. Squier's rejoinder was to this impertinence, I do not know. Chatfield, I learn, has written a second letter to our Minister, declining to evacuate the Island, but promising to submit the question to Her Majesty's Government. This was on the 1st of December instant. Since when, Mr. Squier, it is reported all around, no doubt correctly, has demanded that the Island should be evacuated within six days. But the outrageous conduct of this British agent did not end here.

All the islands of the Gulf belonging to Honduras and San Salvador have also been seized; also the ports of Truxillo and Moro. These high-handed measures have been taken to prevent the spread of American opinion and the emigration of American people to the Pacific. The people of Honduras feel that they have been wronged, notwithstanding which they have offered to submit all the claims of the British to commissioners and have pledged themselves to abide by the result. But this reasonable request has been met with no sort of notice.

The catalogue of abuses does not end here. San Salvador also received a summons, requiring her, at 24 hours notice, to yield to certain insolent demands made by the British agent, to which the reply was that they were unjust, and could not be complied with; whereupon the ports of Acajuhla and La Union, with all the coast of San Salvador on the Bay, were taken possession of in the name of the Queen. I write this amid great excitement, and the arming of the States, which have pretty nearly agreed upon a plan of union.

Manning who betrayed his Government in England, has been seeking to make his own Government negotiate a disreputable treaty. The Director here told him, that the first article of such a treaty must be the evacuation of the Mosquito coast and the port of San Juan by the British. The treaty made by Manning in England will not be ratified, except upon compulsion.

Guardiole, a brave fellow, is at Choluca, with 1,000 men, and has sent word that he is ready to march to the relief of Tigre Island at any moment. Another 1,000 men, under Barrieras and Cabirias, are also ready to go to the relief of San Salvador. The whole country is deeply excited, and ready to take up arms against the British Government.

Correspondence of the Tribune.

Leon de Nicaragua, Nov. 9, 1849.

I have only time to say that the Commissioners of Nicaragua, San Salvador and Honduras, have just signed the articles of Confederation between those States, which are to be brought under a general government with all possible dispatch. The greatest enthusiasm prevails in consequence. Guatemala and Costa Rica are to be formally invited to come in; but their actual governments are under British influence, and may decline. But the *people* are for it, and these States, sooner or later, will unite with the three of the Centre. "REDIVIVUS!" is to be the motto of the new republic of Central America.

NICARAGUA.—The news from Nicaragua should be received, we suspect, with several grains of allowance. That British ships have committed some acts of violence there is very probable; but as the *language* of Mr. Chatfield, who doubtless directed these movements, has been generally disapproved in England, so in a still greater degree will be his conduct, if it has been as represented. Both he and Mr. Squier, the U. S. Agent, are, we think, pursuing a very objectionable course, and one which, if persisted in, will be productive of unhappy consequences. It is to be hoped that the direction of affairs in that quarter will no longer be trusted to subordinates, but taken in charge by the new British minister at Washington on the one part, and by the American government on the other. It is much easier to avoid difficulties, than to adjust them satisfactorily when they have occurred.

New York Journal of Commerce, Dec. 15, 1845.

CURIOSITIES OF SCIENCE.

BY JOHN TIMBS,
EDITOR OF "THE YEAR BOOK OF FACTS," ETC.

Concluded.

ANTIQUITY OF MAN ON THE EARTH.

M. Paul Jervais has lately discovered in the upper tertiary stratum of Montpellier a species of fossil ape, probably belonging to the *Macaque* genus. On comparing this discovery with that of M. Lartet, in the Gers, and those made in the environs of London, it appears that fossil apes have been discovered in the three principal tertiary strata of Western Europe; that is to say, in every part of the level of sedimentary earths in which the bones of mammalia abound. If man had existed at the period when these strata were deposited, the non discovery hitherto of the slightest trace of human skeletons, or remains attesting human industry, would be very astounding. The discovery of those fossil apes is, therefore, an additional indirect proof of the very inferior antiquity of man on the earth.

STATISTICS OF LONDON MORTALITY.

The average mortality of England at the present time may be stated at 350,000, and that of London 47,000 per annum. As the population of England and Wales is nearly sixteen millions, and that of London 1,900,000, this gives an annual average mortality of one out of every forty inhabitants for the metropolis, and one out of every 45 for the whole country. This is an astonishing decline in the rate of mortality compared with the experience of former ages; and it presents, at the same time, a most favourable picture of the value of life in this as compared with other countries. The annual mortality in England, in the year 1700, was about one in twenty-five. About the middle of the last century, from causes not well understood, it increased to one in twenty. From that time to this it has slowly but steadily declined. In 1801, it was 1 in 35; in 1811, 1 in 38; and now it is 1 in 45; so that in the space of about eighty years, the chances of existence have been exactly doubled in London, a progress and final result which may fairly be considered as without a parallel in the history of any other age or country.

In Paris, about the middle of the last century, the mortality was 1 in 25; at present it is about 1 in 32; in Rome the annual deaths are as one in 25; at Amsterdam, as 1 in 24; at Vienna, as 1 in 22. The inhabitant of London, therefore, has twice as good a chance of living as the burgher of Vienna.—*George Gregory, M.D., &c.*

SCIENTIFIC COOKERY.

Liebig, in his *Chemistry of Food*, recommends the following method of cooking meat on scientific principles. Put the joint into water in a state of fast ebullition; allow it to remain in this state for a few minutes, and then add so much cold water as to reduce the temperature to about 160 degrees, in which state it is to be kept for some hours. By the application of boiling water at first, the albumen is coagulated, so as to prevent the water from penetrating the meat, and extracting the soluble juices.

MARINE LIST.

PORT of BUENOS AYRES

March 16.—Wind S. E., in the afternoon changed to S.S.W.

Arrived, British brig Agile, 156 tons, J. Small, from Cadiz 21st January, to Santamaria, Llambi & Cambaceres, with 440 cahices salt.

National brig Vuelta de Obligado, 194 tons, Hermann Paulsen, from Cadiz 28th January, to Ambrosio P. Lezica, with 225 barrels and 231 boxes merchandize, 55 boards, 4 baskets plants, 95½ lasts salt.

Sailed, Dutch galliot Animo, 175 tons, Brock, for the Continent, in ballast, despatched by Zimmermann, Frazier & Co.

Hanoverian brigantine Oste, 130 tons, Augustus H. Steffens, for Hamburg, despatched by J. N. Bieber & Co., with 5503 dry ox and cow hides, 500 salted do. do., 4132 horns, 3 bales hair.

March 17.—Wind N.E., in the afternoon changed to E.

Arrived, Brazilian polacre Condor, 188 tons, Claudio Olivera, from Santos 2d March, to Wedekind & Co.

American barque James Andrews, 275 tons, French, from Wilmington 18th December, to Samuel B. Hale.

Sailed, French barque Banaré, 177 tons, L. V. Martin, for Marseilles, despatched by M. Laplace, with 1059 salted ox and cow hides, 4625 dry do. do., 44 bales wool, 3660 horns, 197 bags cocoa.

Spanish brig Esperanza, 180 tons, Peter Guardiola, for Havana, despatched by Llavallol & Sons, with 3580 quintals jerked beef, 70 dry ox and cow hides.

Spanish barque Eliza, 228 tons, José Roldos, for Havana, despatched by Antonio Romaguera, with 2260 quintals jerked beef.

March 18.—Wind N.

Arrived, British barque Richmond, 351 tons, Harrison Grayson, from St. Ubes 11th December, to Bradshaw, Wanklyn and Jordan, with 594 moyos salt.

British brigantine Choice, 177 tons, Abraham Ogier, from Cadiz 27th January, to order, with 112½ lasts salt.

American schooner John E. Davidson, 95 tons, William H. Smyley, from Patagonia 11th inst., in ballast, to Samuel B. Hale.

Sailed, Spanish brig Juanito, 154 tons, José Romaguera, for Havana, despatched by Diego Calvo & Sons, with 3,000 quintals jerked beef, 63 dry ox and cow hides.

French ship Eugenie, 213 tons, Beauvais, for Ensenada, in ballast, despatched by E. Ochoa & Co., to take in a cargo of mules for the Isle of France.

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

National schooner Luisa, 121 tons, A. Muratore, for Buceo, despatched by Ocampo & Risso, with 144 boxes, 66 bales and 1 hogshead merchandize.

March 19.—*Wind S.W.*

Arrived, British brig Legerdemain, 198 tons, J. Trenowth, from Liverpool 8th January, to Parlane, Macalister & Co.

Sailed, Swedish brig Angantyr, 192 tons, A. N. Sandstrom, for Hamburg, despatched by Wedekind & Co., with 9,100 dry ox and cow hides, 1000 salted do., 10 bales hair, 7 do. hide cuttings, 1 do. ostrich feathers, 10 boxes tallow, 8000 horns.

Norwegian barque Celeritas, 270 tons, H. Stang, for Cape Verds, despatched by Zimmermann, Frazier & Co., in ballast.

French ship Virginie Gabrielle, 253 tons, Berthelot, for Bordeaux, despatched by E. Ochoa & Co., with 4979 dry ox and cow hides, 500 salted do. do., 9540 horns, 18,000 shin bones, 30 bales and 12 seroons wool, 3 bales and 171 seroons hair, 166 boxes and 12 barrels tallow, 1 box plants.

French barque St. Jacques, 215 tons, J. Lemaresquier, for Cette, despatched by Zumaran & Treserra, with 1109 salted horse hides, 100 dry do. do., 64 boxes tallow, 2000 horns, 179 bales and 1 seroon wool, 33 bales sheep skins, 1 seroon hair, 1 box fish hooks, 7 bales sheep pelts, 2 do. sheep skin cuttings.

American brig Sophia, 175 tons, Charles Wyman, for the West Indies, despatched by Adolfo Mancilla & Co.

March 20.—*Wind N.E.*

Sailed, British schooner Elizabeth, 145 tons, Louis Thomas, for Buceo, despatched by Briscoe, Steward & Co., with 220 fanegas salt, 72 casks and 20 boxes hardware.

British brig Brutus, 106 tons, Robinson, for Valparaiso, despatched by Nuttall & Co., in ballast.

British barque Sabina, 290 tons, John Cousins, for Buceo, despatched by Elia & Ramos, with 15 spars, 23 dozen boards, 70 logs wood, 300 boxes tallow candles, 60,000 pieces fire wood.

British brigantine Propontis, 255 tons, Thomas Barnes, for the Salado, despatched by Nuttal & Co., with 2500 fanegas salt, and will take in a cargo of produce for England.

British brigantine Paraguay, 116 tons, Cornish, destination unknown.

March 21.—*Wind N.N.W., at* 0 30 *p.m. changed to S. W., slight rain, at* 4 *to S.. fresh.*

Arrived, British schooner Volo, 173 tons, Rendell, from Liverpool 8th January, to Barber & Orr.

Danish brigantine Union, 165 tons, Schmidt, from Pernambuco 22d February, to Freyer Brothers.

Sailed, Bremen brig Don Quixote, 175 tons, J. G. Oest, for St. Catherine, in ballast, despatched by O. J. Hayes & Co.

Sardinian schooner Ninfa, 122 tons, José Barboro, for Buceo, despatched by Lezica & Co., with 56 boxes, 5 bales, 5 hogsheads, 19 barrels and 7 bags merchandize, 356 iron pots, 15 crates earthenware, 6 kegs and 2 packages nails, 2 half pipes.

Brazilian steamer Continentista, 137 tons, Justino Silva Coutto, for Buceo, despatched by Ramon de las Carreras, with 67 boxes and 83 bales merchandize.

French brig Emilia Felix, 164 tons, Berho, for the West Indies, in ballast, despatched by Apestegui.

March 22—*Wind S. S. W.*

Arrived, Sardinian lugger of war Fama, Lieut' Sivori, from Montevideo 20th inst.

Passengers—70.

Sardinian barque Vittoriosa, 283 tons, V. Vaccaro, fron Genoa 12th January, to Pietranera, Piaggio & Co.

Passengers—77.

British schooner Spirit, 163 tons, Pinctres, from Liverpool 27th January, to Nuttall & Co.

Sailed, American ship Forrester, 427 tons, George A. Parker, for New York, despatched by Zimmermann, Frazier & Co., with 1143 salted ox and cow hides, 4161 dry do. do., 518 bales and 102 seroons wool, 5000 horns, 21 bales and 142 seroons hair, 1 bale hide cuttings, 79 bales sheep skins, 1 do. deer skins, 5 do. carpincho do., 7 do. calf do.

Norwegian barque Orion, 367 tons, S. L. Julles, for Cape Verds, in ballast, despatched by Vicente Casares & Sons.

British brig Venilia, 283 tons, William Martin, for the East Indies, in ballast, despatched by Bayley Brothers.

Hamburg barque Maria, 235 tons, C. Bahr, for Cape Verds, in ballast, despatched by Wedekind & Co.

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

»Ottowa»—112,523 feet pine boards, 8750 shingles, 26 barrels salt tongues, 15 do. salmon.

»Dorothea»—7,750 pine boards, planks, scantling, &c.

»Cameens»—80 boxes and 938 packages merchandize, 1 do. flowers, 1 do. cloth, 6 do. musical instruments, 1 do. hats, 4 do. hardware, 1 box clothing, 200 do. wine, 8 do. perfumery, 50,200 bricks.

»Melitta»—310 barrels and 68 tierces rice, 2 boxes crape shawls, 10 do. and 70 bales domestics, 42 boxes silks, 100 boxes sperm candles, 200 barrels sugar, 693 bundles cordage, 10 bales cloves, 30 do. and 100 rolls matting, 259 packages, 5 barrels and 33 half do. drugs, 16 logs campeachy wood, 7 pumps, 1 leaden box, 5 bundles dry goods, 152 doubloons, 50 half do.

»Francis Partridge»—119 boxes sperm candles, 500 barrels Roman cement, 300 kegs nails, 210 barrels rice, 15 boxes hats, 10 do. shoes, 10 do. pickles, 2 do. tomatoes, 50 barrels vinegar, 46 bales and 1 box domestics, 12 do. flannel, 552 pieces canvas, 29 barrels pack thread, 450 barrels flour, 50 dozens and 114 boxes chairs, 10 barrels oysters, 20 do. spirits turpentine, 3 boxes mahogany veneers, 124 boards, 100 boxes sperm candles, 55 doubloons, 2 boxes and 1 bale dry goods.

A boat belonging to the British brig Brutus having left the shore for that vessel on the 15th inst., with only one seamen and a boy was capsized in a squall and both persons drowned, viz: Thomas Steel, aged 28, and William Ion, aged 12. The body of the latter was picked up by a boat from the Prussian brig Dido, when floating past that vessel, conveyed to the shore and interred. The other body has not yet been found. The boat was picked up by a lighter on the 17th on the coast in the vicinity of Palermo, and has been subsequently restored to the owners.

The French barque Industriel, of 275 tons, J. B. Frebourg, master, which sailed hence on the 9th January, in ballast, having cleared out for the island of St. Thomas, was wrecked on the 31st January on the coast of Patagonia. The captain and crew of the Industriel, with the sails, spars and tackle saved from the wreck, arrived here on the 18th inst., in the American schooner John E. Davidson.

(From the Annual Circular of Messrs. Hughes & Ronald, Wool Brokers.)

Liverpool, 1st January, 1850.

Buenos Ayres Wool.—Middle to good qualities Mestizo and Merino have been of very current sale at very satisfactory prices, and the attention these Wools now command both with the home trade and on the continent augurs favourably for the future prospects. Low and inferior Mestizo, which are usually very irregular in quality and much infested with burrs, are not so saleable, and only at depressed prices, but both these and common Wools have been more sought after lately, and have improved in value. Considerable sales have been made during the last month, including all kinds, and we are at present almost without stock. Cordova Wool being free from burr, continues to be a favourite description, and has met with ready sale. A great part of the receipts has been more free from sand than usual, and altogether superior.

per lb.	s.	d.		s.	d.
Merino	0	9	—	1	2
Mestizo and Merino	0	5	—	0	9
» unwashed	0	3	—	0	5¼
Common, washed	0	4	—	0	5
» unwashed	0	2½	—	0	3½
Cordova, washed	0	6½	—	0	7½
» unwashed	0	3½	—	0	4

Sheep Skins.—The supply during the year has been inconsiderable : middle and finer qualities have met with ready sale, but the common kinds have been less sought after.

Merino	0	6	—	0	7½
Mestizo	0	4¼	—	0	6
Common	0	3½	—	0	4¼

SHIPPING MEMORANDA

Arrived at Gravesend.

Jan. 22, Vanguard, Garwood, hence 28th Oct.

at Deal.

Jan. 23. Merchant, hence 23d inst.

Sailed from Liverpool.

Jan. 24, William Peile, Scott, for Buenos Ayres.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 21st inst.

National	9
British	49
American	13
Danish	8
French	16
Hamburg	5
Spanish	18
Brazilian	2
Sardinian	14
Hanoverian	1
Swedish	2
Lubeck	1
Prussian	7
Bremen	6
Roman	1
Norwegian	4
Russian	2
Belgian	1
Dutch	1
Tuscan	1
Neapolitan	1
Holstein	1
	162

Thermometer in the Mirador of the Commercial Rooms—

Saturday	75
Sunday	75
Monday	79
Tuesday	78
Wednesday	77
Thursday	78
Friday	70

BIRTH.

On the 15th inst., Mrs. Alexander Rodger, of a son.

DIED.

On the 21st inst., Mr. Samuel Gay Greenwood, native of New Brunswick, aged 29. Deceased was a respectable and useful member of society, and the numerous concourse of friends who followed the remains to the Protestant Burial Ground fully testified to the general esteem in which he was held.

Advertisements.

A few of the most important standing Rules and Regulations to Govern the Foreign Amateur Race Meetings in Buenos Ayres.—1st March, 1850.

1.—In every instance when the word or assertion of a gentleman is required, the same shall be exacted in writing to the satisfaction of the Stewards, clerk of the course, or whom they may appoint; and any individual, after due investigation, who may be proved by the General Committee (or Stewards if authorised) to have been guilty of signing his name to a false statement or quibble, as well as of any act or speech, verbally, or otherwise, directly or indirectly proven to be derogatory to the character of upright or gentlemanly conduct in all matters connected with the said Races, it must clearly be understood that such an individual, be he a winner, or otherwise, shall be considered and classified as having forfeited his title and privilege to any participation in future Race Meetings, and no monies, stakes, or bets, be deemed lawfully due to the same.

2.—No person allowed to enter or ride a horse who may be objected to by the existing Committee of the Race Meetings, or Clerk of the course (if authorized).

3.—Lots to be drawn by each Jockey for the position he is to occupy at the start of each Race.

4.—Any Jockey riding in wrong colors to be fined $50.

5.—Horses to be shod, ridden in colors, &c., as in England, less the bits, which may be optional.

6.—On the bell ringing the Jockeys to proceed to the appointed place for weighing, and at once saddle and take a preparatory gallop before the Grand Stand—on the second ringing of the bell the Jockeys to be at the place of starting, or if not there within five minutes will be declared distanced.

7.—On the flag dropping the horses to start. Any Jockey disobeying the starters orders to be fined $50 and no evidence will be heard against the starter.

8.—If a rider fall from his horse, and the horse be rode in by a person (that is sufficient weight) the horse shall take his place the same as if his rider had not fallen, provided he go back to the place where the rider fell.

9.—A horse that has his head (or any part of it) at the ending post first wins.

10.—The decision of the Judge (as to placing the horses as they pass the winning post) to be final.

11.—All disputes to be settled by the Stewards, and their decision to be final

12.—When a Plate or Subscription is given for the winner of the best of three heats, a horse, to win the prize, must be the actual winner of two heats, even though no horse appear against him, for both or either of the heats.

13.—Fourteen pounds are a stone, four inches are a hand.

14.—Catchweights are, each party to appoint any person to ride without weighing.

15.—Jockeys must ride their horses to the usual place for weighing the Riders, and he that dismounts before doing so, or wants weight, is distanced, unless he be disabled by any accident which should render him incapable of riding back, in which case he may be led or carried to the scale.

16.—Horses plates or shoes not allowed in the weight, neither are their bridles.

17,—Horses running on the wrong side of a post, or flag, and not turning back, are distanced.

18.—Horses are distanced if their riders cross or jostle (which would likewise subject them to consequences expressed in Rule No. 1.)

19.—All complaints of foul riding must be made before or at the time the Jockey is re-weighed (if the remainder of the Riders in the said Race have already passed the winning post, or reached the weighing booth.)

20.—The established Rules of the principal English Race Purses, to be observed, as far as advisable and consistent with a wish to perpetuate Foreign Race Meetings in this country.

21.—The above and any other Rules which the Committee may adopt for the benefit of the Sport, will be strictly adhered to.

Shipping List

OF

John Higginbothom,

Licensed Ship Broker,

For London,

British brig PANOPE, 231 tons, W. Ward, commander. Has only room for boxes of tallow and light freight, and will be despatched within ten days.

Consignees Messrs. J. C. Thompson & Co.

British brig JESSICA, 194 tons, T. Morel, commander. Has all her cargo engaged and shipping, and will be despatched within fifteen days. This vessel is unequalled by any other vessel in the Port, and is very recommendable for passengers.

Consignees Messrs. De Lisle Brothers & Co.

British brigantine ZANTE PACKET, 192 tons, Brenan, commander. Built in Southampton, and classed at Lloyd's A.1. for 12 years, is known in the Mediterranean as one of the finest and fastest vessels in the trade, and being a small carrier will be despatched quickly.

Consignee Samuel Hesse, Esq.

FOR LIVERPOOL.

British brig CREOLE, 286 tons, James P. Avery, commander. Has only room for a few tons of light freight and packages, and will sail next week.

Consignees Messrs. John Best & Brothers.

British brig WILLIAM TUCKER, 165 tons, J. W. Good, commander. A. 1. at Lloyd's for 12 years, and only three years old, loading in the inner roads, has only room for a limited quantity, and guaranteed to have quick despatch, this vessel is in every respect as desireable a vessel as any in the port.

Consignees Messrs. J. C. Thompson & Co.

British brigantine »CHOICE,» 177 tons, A. Ogier, commander, built in Yarmouth, A. 1. at Lloyd's for 12 years, and only four years old, and is acknowledged to be one of the most favourite little vessel in the trade.

Consignees Messrs. De Lisle, Brothers & Co.

FOR

Cork or Falmouth.

British barque GOOD LUCK, 232 tons, T. De Grouchy, Commander. Will sail in the course of ten days, and has only room for passengers.

Consignees Messrs. De Lisle Brothers & Co.

British brigantine SPY, 170 tons, G. Blampied, commander. Will sail in the course of a day or two, and has only room for passengers.

Consignees Messrs. J. Galt Smith & Co.

British brig »ADA,» 243 tons, J. Amy, commander. Will sail in the course of forty days, all her cargo is contracted for, and has only room for passengers.

Consignees Messrs. De Lisle, Brothers & Co.

British brigantine »PROPONTIS,» 255 tons, T. Barnes, commander. Will sail from the Rio Saiado in May, this vessl was built in Scilly last year, is on her first voyage, A. 1. at Lloyd's for 12 years, and not surpassed by any vessel in the port, and has magnificent accommodation for passengers.

Consignees Messrs. Nuttall & Co.

British brigantine HARRIET L, 160 tons, F. Esnouf, commander, Jersey built and A. 1. at Lloyd's, is a most superior little vessel. Will sail in the course of a month, and has only room for passengers.

Consignees Messrs. De Lisle Brothers & Co.

For Valparaiso.

British brig »ELIZABETH ROSE,» 230 tons, Shewan, commander, A. 1. at Lloyd's, and a new vessel, has proved herself one of the fastest vessels, early application is requested as this vessel will sail in a few days, her accommodations for passengers are first rate.

Consignees Messrs. Edward Lumb & Co.

For Freight or Charter.

British brigantine »LIGHT OF THE HAREM» 175 tons, built in Yarmouth and classed A. 1. at Lloyd's for 12 years a favourite vessel, and for the good delivery of her cargoes, and sailing qualities is unequalled by any vessel in the trade, a small carrier and ready to receive cargo.

Consignees Messrs. [illegible] & Co.

British brig »UNITED,» 200 tons, J. P. Renouf, commander, built in Jersey and classed A. 1. at Lloyd's for 9 years, a superior and remarkably fast vessel, and all ready to receive cargo.

Consignees Messrs Egg, Krutish & Co.

British brig »KESTREL,» 190 tons, G. Wallace, commander, built in Montrose in 1814, and classed A. 1. at Lloyd's, a small carrier, and a remarkably fast sailer, is ready to receive cargo.

Consignees Messrs. J. C. Thompson & Co.

For Havre de Grâce.

French brig ROITELET, 247 tons, Huet, commander. Will sail in two or three days, and has only room for passengers.

Consignees Messrs. De Lisle Brothers & Co.

French brig DASSAS, 240 tons, Giron, commander. Has half of her cargo on board, and still room for salted hides and light freight.

Consignees Messrs. De Lisle Brothers & Co.

French barque JOSE, 206 tons, Schiwitz, commander. Is only wanting 2000 dry hides, and warranted to have quick despatch.

Consignees Messrs. Blaize Déspouy.

French barque UNIVERSEL, 267 tons, Du Cormier, commander. Having all her cargo engaged and shipping, and being one of the Packets of the line will meet with quick despatch; she has only room for passengers.

Consignees Messrs. A. Dunoyer & Co.

French barque »GUARANI,» 234 tons, F. Larché, commander. Has engaged all her cargo, which is now going on board and will be despatched about the 5th April. This vessel is one of the Packets of the line, and being well known as one of the most favorite vessels in the trade, is a most desireable convenience for passengers.

Consignees Messrs. E. Ochoa & Co.

For Marseilles.

French barque PRINTEMPS, 220 tons, Touchet, commander, Has only room for a few tons of light freight.

Consignee B. Herand, Esq.

For Marseilles & Cette.

French barque »HENRI & LOUISE,» 193 tons, Gautier, commander. Has all her salted hides on board, and only wanting a few tons of bales and dry hides.

Consignee Cipriano Soulas.

For Antwerp.

Argentine brig JORGE, 235 tons, Schaffer, commander. Will sail in the course of a few days, and has only room for passengers.

Consignees Messrs. Otte, Rosenthal & Co.

Prussian barque DINTER, 239 tons, Neuman, commander. Is now loading and has on board and engaged a considerable portion of her cargo and being a chartered vessel will have quick despatch.

Consignees Messrs. D. Calvo & Co.

All the above vessels are first class at Lloyd's, have good accommodations for passengers and are, in every respect, most desireable conveyances.—For further particulars please apply to their respective consignees, or to

John Higginbothom,
Licensed Ship Broker,
No. 39, Calle Reconquista.

March 20, 1850.

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. 28	Brig Dos Amigos, Onadaerra	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	Brigantine Victor, Vicente Grana	124	Bernardo Delfino	
Novem. 11	Barque General Rosas, Juan Menke	320	Casares and Sons	Antwerp.
" 23	Brig Jorge, Schaffer	235	Otte, Rosenthal and Co.	Antwerp
Feb. 19	Brig Don Pedro, Meurdierck	180	Vicente Casares and Sons	
" 21	Brig Narcisa, Martin	236	George Rick & Co.	
March 16	Brig Vuelta de Obligado, Hermann Paulsen	194	Ambrosio P. Lezica	
	BRITISH			
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	London.
" 14	Barque Mercutio, William Sewell	241	Bates, Stokes and Co	Liverpool
" 27	Brig Creole, James Phillip Avery	286	John Best & Brothers	Liverpool.
Decem. 4	Brig Cresswell, William Algar	203	George Dowsa	London.
" 12	Brig Fanope, William Ward	231	James C. Thompson & Co.	London.
" 14	Brig Xarifa, F. Le Rossignol	20[illegible]	Edward Lumb and Co	England.
January 1	Barque Commodore, Thomas Asplet	258	Nicholson, Green & Co.	Liverpool.
" 3	Brig James Ray John Couche	233	W. H. Henzell	Valparaiso.
" 4	Barque Bess Grant, Robert McCartney	361	Nuttal & Co.	
" 5	Barque Isabella, Samuel Herbert	22	James Carthy	Liverpool.
" 5	Brigantine Spy, George Blamfred	170	John Galt Smith and Co.	England.
" 7	Brig George & Richard, Nicholls	198	Charles R. Horne	
" 8	Brig Water Witch, William Smith	157	Ambrosio Placido Lezica	England
" 8	Brig Perú, James Carry	159	John Best & Brothers	West Indies.
" 9	Barque Good Luck, T. De Grouchy	231	De Lisle, Brothers & Co	England
" 12	Brig Wilson, John Stoup	176	Philips, Tomkinson & Co.	Do.
" 16	Barque Argentina, Ralph Morton	24[illegible]	Parlane, Macalister & Co.	Liverpool
" 22	Schooner Zante Packet, Patrick Brenan	19	Samuel Hesse	
" 22	Barque Alexander Robertson, M'Lachlan	299	Nicholson, Green and Co.	London.
" 25	Brig Jessica, Thomas Morel	191	De Lisle, Brothers & Co.	London
" 28	Brig William Tucker, John W. Good	164	James C. Thompson	
Feb. 3	Barque G. F. D., B. Lewellyn	352	To order	
" 4	Brig Plata, Richard Bird Pringle	248	Briscoe, & Co.	Liverpool.
" 9	Brigantine Balkan, Charles T. Sloman	192	Barber & Orr	London.
" 10	Brig Libra, James Moir	291	Bates, Stokes & Co	Valparaiso.
" 10	Brig Elizabeth Rose, Alexander Shewan	230	Edward Lumb and Co.	
" 10	Brigantine Louisa, John Pallot	198	Parlane, Macalister and Co.	
" 10	Brigantine Light of the Harem, J. Stevenson	175	Phillips, Tomkinson and Co.	
" 11	Brig United, J. P. Renouf	208	Egg, Krutisch & Co.	
" 11	Brig Kestrel, George Wallace	190	James C. Thompson	
" 12	Brig Maid of the Mill, Wilson	181	To order	
" 12	Brig Catherine Evans, George Dow	232	George Dowse	
" 13	Brig Carribean, Cockton	245	R. and J. Carlisle	
" 14	Brig Wilton Wood, Matthew Russell	245	John Best & Brothers	Liverpool.
" 14	Barque Minstrel, Richard Kelly	280	Hughes, Brothers	England.
" 15	Barque Inca, William Brouse	265	Thomas Armstrong	
" 15	Brigantine Harriet L, Francis Esnouf	165	De Lisle Brothers & Co.	England
" 16	Brigantine Paraguay, Cornish	115	De Lisle Brothers and Co.	
" 17	Brig Emmanuel Boutcher, Richard Farmer	217	Brownell's & Co.	
" 21	Brig Chase, George Norie	217	Charles R. Horne	
" 26	Brig Ann Carr, Francis Davis	199	R. and J. Carlisle & Co.	
March 10	Brig Ada, J. Amy	243	De Lisle Brothers & Co.	England
" 10	Brig Ottowa, Urquhart	250	De Lisle Brothers & Co.	
" 11	Schooner Queen of the West, S. Tregarthen	159	Santamaria, Llambi & Cambaceres	Do.
" 16	Brig Agile, J. Small	156	Santa Maria, Llambi & Cambaceres	
" 18	Barque Richmond, Harrison Grayson	351	Bradshaw, Wanklyn and Jordan	
" 18	Brigantine Choice, Abraham Ogier	177	To order	
" 19	Brig Legerdemain, J. Trenowth	198	Parlane, Macalister and Co.	
" 21	Schooner Volo, Rendell	173	Barber and Orr	
" 22	Schooner Spirit, Pinctres	163	Nuttall and Co.	
	AMERICAN.			
Decem. 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co.	West Indies.
January 4	Barque Oceanus, John Green	242	O. J. Hayes and Co.	Boston.
" 26	Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes & Co	
" 27	Brig Chickasaw, J. Williams	171	Samuel B. Hale	
" 27	Brig Margareta, Daniel Marshall	235	Zimmermann, Frazier & Co	
Feb. 12	Brigantine Cohansey, J. G. Upham	193	Zimmermann, Frazier & Co.	
" 13	Brig Niagara, L. Harding	199	O. J. Hayes and Co.	
" 13	Barque John Murray, William Lull	29[illegible]	E. Ochoa & Co.	
" 17	Ship Talma, J. Lewin	296	Daniel Gowland & Co	Boston
March 10	Barque Clintonia Wright, Raffle	221	Zimmermann, Frazier & Co.	
" 12	Barque Francis Partridge, E. Broughton	267	Zimmermann, Frazier & Co.	
" [illegible]	Barque James Andrews, French	275	Samuel B. Hale	
" 18	Schooner John [illegible]	95	Samuel B. Hale	
	FRENCH.			
Novem. 25	Brig Roitelet, Ansel	247	De Lisle Brothers and Co.	Havre.
Decem. 16	Barque Printemps, Touchet		B. Herand	Marseilles and Cette
January 4	Barque Universel, Ducormier	267	Dunoyer & Co.	Havre.
" 5	Brig Marie Angelique, Letumbre	164	Llavallol and Sons	
" 11	Barque Sultan, Demaire	227	Manuel Arrotea	Havre
" 13	Polacre Félicité, Vaillard	140	Egg, Krutsh and Co.	
Feb. 3	Brig D'Assas, P. Giron	210	De Lisle, Brothers & Co.	Do.
" 10	Barque Guarani, Felix Larché	231	E. Ochoa and Co.	Do.
" 11	Barque Paris, Desarnaux	310	To order	
" 12	Barque Henri et Louise, Paul Gautier	195	B. Herand	
" 13	Barque Orthezier, Papallan	192	Manuel Lopes	
" 13	Barque José, Schmidt	206	Blas Despouy	Do.
" 16	Brig Phoenix, Fouchard	150	Louis Chapeaurouge & Co.	
" 18	Brig Frederic Eugenie, Bronzon	107	Teisserence Vallat	Do.
March 6	Barque Ernest, Bougot	240	E. Ochoa & Co.	
" 10	Barque Camoens, Drouaux	245	Llavallol and Sons	
	SPANISH			
Novem. 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	Spain.
Decem. 1	Brig Martin, Francisco Fiaguerda	198	Zumaran and Treserra	Cadiz and Malaga
" 12	Ketch Argos, Francisco Argentó	142	Felipe Senillosa	Spain.
January 1	Brig Atalayador, Pedro Maristani	265	Felix Buxareo	Havana.
" 4	Barque Maria de los Reyes, Miguel Font	228	Zumaran & Tresserra	
" 4	Brig Cacique, Silvestre Austrich	160	Narciso Martinez & Sons	Spain.
" 8	Polacre Rosita, Onosio Ch[illegible]	150	E. Ochoa & Co	
" 25	Brig Segunda Monica, José Conill	224	Felipe Senillosa	
Feb. 10	Barque Celestina, Juan Sensat	254	Llavallol and Sons	
" 12	Polacre Deseada, José Esquer	180	Llavallol & Sons	
" 12	Barque Pelegrina, Pablo Julia	201	Diego Calvo and Sons	
" 12	Brig Barceló, José Fontrodona	239	Felipe Senillosa	
" 13	Barque Union Compostelana, Pedro G. Bran	191	Llavallol and Sons	
" 25	Brig Merced, Jorge Cabruja	187	Felipe Senillosa	
" 26	Brig Descubierta, Jacinto Llenas	170	Llavallol & Sons	
March 7	Polacre Pezinca, Agustin Austrich	162	Narciso Martinez and Sons	
" 15	Polacre Juanita, Juan Plat Isern	214	E. Ochoa & Co.	
" 16	Brigantine Cazador, Juan Poses	120	E. Ochoa and Co.	
	SARDINIAN.			
Novem. 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa.
Decem 31	Barque Maria Luisa, Julio Tiscornia	...	Jacinto Caprile	Genoa
January 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 7	Polacre Ercole, Miguel Raggio	173	B. Viale	Genoa.
" 22	Polacre Carolina, Pedro Avegno	203	José Avegno	Genoa
" 22	Barque Speranza, Manoel Federico Scotto	202	Adolfo Mancilla and Co.	
" 23	Brig La Citta di Milano, Juan B. Orezolo	189	Llavallol and Sons	Genoa.
" 27	Brig Ré Davide, Steffino Sellasco	258	Pietranera, Piaggio and Co.	
" 28	Brig Hidra, Juan Bautista Antola	139	Jacinto Caprile	
Feb. 10	Polacre Tevere, Pedro Pertuso	217	Zimmermann, Frazier & Co.	
" 12	Polacre Cinisca, Francisco Sartorio	237	José Avegno	
" 15	Brig Camilla, Pedro Antonio Ferraro	242	Adolfo Mancilla and Co.	
" 25	Schooner Diana, Semiglia	127	Manuel Acevedo Ramos	
March 22	Barque Vittoriosa, Vicente Vaccaro	233	Pietranera, Piaggio and Co.	
	PRUSSIAN.			
January 1	Brig Grafin von Bismark, Frederick Kell	210	Bunge, Bornefeld & Co.	Antwerp.
" 5	Brig Dido, G. Malcow	306	Egg, Krutish & Sons	Brazil.
" 5	Barque Dinter, Charles Naesiban	239	Diego Calvo & Sons	Antwerp.
" 23	Brig Heinrich von Gagern, C Altemburg	175	Freyer, Brothers	New York.
" 27	Barque Wilhelm, Schultz	245	Lezica & Co.	
" 28	Barque Herzog von Bogislaw, Dariu	250	Bunge, Bornefeld & Co.	
Feb. 13	Barque Richard Cowle, Benjamin Kalff	350	Vicente Casares and Sons	Panama.
	TUSCAN.			
Feb. 20	Brigantine Romulo, Desuturich	121	Piaggio, Pietranera & Co.	
	BELGIAN.			
Decem. 14	Brig Plantin, Knudsen	240	Zumaran and Tresorra	Antwerp.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	361	Corti, Francischelli and Co.	Do.
	HOLSTEIN.			
March 11	Brig Dorothea, H. N. Dewitz	200	Freyer Brothers	
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	BRAZILIAN.			
Feb. 16	Brig Maria, J. J. [illegible] de los Placeres	273	José Coelho Meyrelles	
March 16	Polacre Condor, Claudio Olivera	188	Wedekind & Co.	
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	
	SWEDISH.			
Feb. 2	Schooner Gefion, N. T. Greff	150	Becher, Preuss and Co.	Rio Grande.
" 27	Brig Frithiof, Arbuan	314	Egg, Krutisch & Co.	Brazil.
	DUTCH.			
Feb. 16	Brig Witte Leeuws, J. F. Bradt	172	Calvo and Sons	
	HAMBURG.			
January 8	Barque Eudora, D. Schots	351	Bunge, Bornefeld & Co.	
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	
" 16	Brig Adolph, B. Bohn	189	Otte, Rosenthal and Co.	
Feb. 10	Ship Heinrich, Boye	350	Zimmermann, Frazier & Co.	
" 14	Ship Ocean, Fokkes	350	Llavallol and Sons	Valparaiso
	NORWEGIAN.			
Novem. 30	Brig Najaden, Backer	140	Egg, Krutish and Co.	New York.
January 12	Brig Freya, E. T. Lund	170	Freyer Brothers	Continent.
Feb. 10	Barque Tomberg, Nielsen	418	Vicente Casares and Sons	
" 17	Brig Aurora, Sorensin	167	Charles R. Horne	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kamen	130	Freyer Brothers	Hamburg.
Feb. 17	Brig Plata, J. B. Baring	302	To order	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	Charles R. Horne	
January 4	Brig Louise, N. L. Elberg	133	Otte, Rosenthal & Co.	Continent.
" 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica	
" 27	Brig Fortuna, Jacobsen	209	Samuel B. Hale	
Feb. 12	Brig Delphin, B. P. Tuhl	18[illegible]	Preussein and Co.	
" 23	Brigantine Louise, N. Petersen	155	Egg, Krutish & Co.	New York.
March 11	Brig Melitta, P. B. Moller	159	Freyer Brothers	
" 21	Brigantine Union, Schmidt	165	Freyer Brothers	
	BREMEN.			
Decem. 13	Barque Creole, Henry Wessels	177	Zimmermann, Frazier & Co.	Boston.
January 5	Barque Lessing, Heinrich Friedrichs	256	Bunge, Bornefeld & Co.	New York.
" 8	Brig Courier, John Havighorst	160	Deetjen & Hughes	Antwerp
Feb. 12	Barque Fama, Payeken	440	To order	New York.
" 12	Brig George Delius, J. G. Hindriehsen	240	Becher, Preuss & Co	
" 15	Brig Phoenix, Diercks	220	Eberhard and Co	

Charles R Horne,

Licensed Ship Broker,

No. 55, Calle La Reconquista,

OFFERS THE FOLLOWING FIRST CLASS VESSELS.

For LONDON—The very fast sailing Red Star, British built barque "John Tomkinson," of 295 tons, capt. Williams—has only room for light freight and will sail within a few days—has good accommodations for passengers.

James Carthy, Esq., Consignee.

For LIVERPOOL—The well known, superior A. I. British built barque "Mercutio" of 244 tons, Sewell, master—has all her cargo on board, save a few salted hides and light freight, and will have quick despatch. Her accommodations for passengers are superior.

Messrs. Bates, Stokes & Co., Consignees.

For LIVERPOOL—The regular trader and very fast sailing A.I. British built barque "Commodore," of 258 tons, capt. Thomas Asplet, has only room for about 1000 wet salted hides and some light freight; and can accommodate passengers in the best style.

Messrs. Nicholson, Green & Co., Consignees.

For VALPARAISO—The very superior, fast sailing A. I. British built brig "Libra" of 291 tons, Moir, master, will take cargo on freight, on moderate terms; and has superior cabin and steerage accommodations for passengers.

Messrs. Bates Stokes & Co., Consignees.

For Passengers Only.

For FALMOUTH—The superior A.I. British built brigantine "WATER WITCH" of 157 tons, Smith, master—has excellent accommodations, and will sail in a few days.

Señor Dn. A. P. Lezica, Consignee.

For NEW YORK—The very fast sailing A. I. Danish brigantine "LOUISE," of 131 tons, capt. N. Petersen, can accommodate cabin passengers, and will sail within a fortnight.

Messrs. Egg, Krutish & Co., Consignees.

For Freight or Charter.

British.

The very fast sailing A.I. British built iron barque "G.F.D" of 356 tons, capt. B. Lewellyn, of a very light draught of water, and ready to receive cargo on board.

Messrs. T. Duguid & Co., Consignees.

The superior A. I. British built brig "George & Richard," of 198 tons, Nicholls, master—now ready for cargo.

The very fast sailing A.I. British built brig "Maid of the Mill," of 181 tons, Wilson, master—will be ready for cargo in a few days.

Messrs. T. Duguid & Co., Consignees.

The very fine fast sailing A.I. British built brig "CARRIBEAN," of 245 tons, capt. J. Cockton—ready for cargo.

Messrs. R. & J. Carlisle & Co., Consignees.

The well known in the trade, A.I. British built brig "Emanuel Boutcher" of 217 tons, Capt. W. Farmer, will be ready for cargo within a week.

Messrs. Brownell's & Co., Consignees.

The remarkably fast sailing A.I. British built brig "CHASE," of 218 tons, capt. George Norrie, will be ready to receive cargo within a fortnight, and will accept a charter for any port, on moderate terms.

American.

The very fast sailing, superior first class, coppered and copper, fastened barque "*John Murray,*" of 295 register tons, capt. William Lull—is now ready to take cargo on board and will take freight, or accept a charter for any port.

Messrs. E. Ochoa & Co., Consignees.

Lubeck.

The superior fast sailing coppered and copper fastened, new, first class barque "*Alma,*" of 240 tons, Wulff, master, is ready to receive cargo on board.

Messrs. Freyer Brothers, Consignees.

Norwegian.

The very fine, fast sailing coppered and copper fastened, first class brig "*Aurora*" of 167 tons, Lorenzen, master—has ballast on board & can load immediately.

Danish.

The first class and very superior, coppered and copper fastened brig "*Ida & Emma*" of 155 tons, Diederichsen, master—ready for cargo.

The excellent, fast sailing, first class, coppered and copper fastened brig "*Ocean*" of 175 tons, Drescher, master—ready for cargo.

Señor D. A. P. Lezica, Consignee.

The very fast sailing, first class coppered and copper fastened brig "*Delphin*" of 180 tons, Tuhl, master—will be ready for cargo in a few days.

Messrs. Treussein & Co., Consignees.

Prussian.

The very superior first class, coppered and copper fastened barque "*Wilhelm,*" of 245 tons, Schultz, master, is now ready to receive cargo.

Sr. D. A. P. Lezica, Consignee.

National.

The well known A.I. coppered and copper fastened brig "*Narcisa,*" of 236 tons, capt. Martin—famous for the excellent condition in which she has always delivered her cargoes.

Messrs. George Rick & Co., Consignees.

The very fine small carrying A. I. coppered and copper fastened brig "*Don Pedro*" of 180 tons, capt. Meurdiercks—a very eligible little vessel.

Messrs. V. Casares & Sons, Consignees.

For further particulars concerning the foregoing vessels, application may be made to their respective consignees, or to

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

March 8, 1850.

FOR LIVERPOOL,

The very superior, well-known A. I. British built brig

PLATA,

per register 248 tons,
Richard B. Pringle, Master,

Is now ready for cargo, and having a considerable part engaged, will have fair despatch. She has excellent accommodations for passengers, and has still room, in her cabin, disengaged.

This vessel enjoying the best reputation for the good order and condition in which she has invariably delivered her cargoes, offers an excellent opportunity to shippers.

Apply to the Consignees Messrs. Briscoe & Co., or to

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

March 16, 1850.

For New York.

The very superior, new, and very fast sailing A. I. Bremen barque

FAMA,

Burthen 445 tons per register,
Payeken, master,

Bound by contract to sail on or before the 3d day of April, and will take on freight, on moderate terms, any cargo which may offer, and which can be shipped immediately.

This very superior vessel, has first-rate accommodations for Passengers, having been fitted up expressly for the purpose of carrying passengers, and being a very fast sailer, is a most eligible conveyance.

For further particulars, apply to the consignee, or to Charles R. Horne,

Licensed Ship Broker,
No. 55, Calle Reconquista.

March 16, 1850.

For London.

The remarkably fast sailing, and in every respect most superior, Liverpool clipper-built brigantine

BALKAN,

of 192 tons new measurement,
class'd A. I. at Lloyd's for 13 years,
Charles T. Sloman, master.

This splendid vessel is not surpassed in material, good qualities, by any other in these Roads, and is now on her first voyage. She is an exceedingly small carrier, and having from one half to two-thirds of her cargo engaged, will have very quick despatch.

The "Balkan" has excellent accommodations for gentlemen or ladies in her cabins; and those desirous of making a pleasant and short passage, would do well to avail themselves of this opportunity.

For terms of freight or passage, application to be made to Capt. Sloman, to the Consignees Messrs. Barber & Orr, or to

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

March 16, 1850.

For Liverpool.

The well known regular trading British brig "WILTON WOOD," A 1. at Lloyd's, Matthew Russel, commander, has room for tallow, salted hides, and light freight.

She will meet with quick despatch, the greater part of her cargo being already engaged.

For particulars please apply to the Consignees Messrs. John Best Brothers, or to

Ruperto de la Concha,
Licensed Ship Broker.

For Antwerp.

The A. I. fast sailing Argentine barque "GENERAL ROSAS," M. Mencke, commander, has engaged part of her cargo, and can still take dry hides, bales, salted hides and tallow.

For particulars please apply to the Consignees Messrs. Vicente Casares & Sons, or to

Ruperto de la Concha,
Licensed Ship Broker.

No. 15½ Calle Reconquista.

Neither the Captain or Consignees of the American barque Francis Partridge, will be responsible for debts contracted by her crew.

Buenos Ayres, March 20, 1850.

For Sale,

On reasonable terms, the Livery Stables situated in the Calle de Cuyo, No. 6, including the Public House and fixtures, in the Calle de Mayo, No. 77½. Any party interested in the above, may apply for further particulars at the Stables.

Feb. 22, 1850.

Atlantisk Hotel.

Undertegnede har den ære at anbefale sit ovenmeldte Hotel til de Herrer Capitainer og Reisende, som vilde behage at give ham de res Sógning. Rummelige og luftige Værelser fore findess, ligeledes en smuk Have og prætig Udsigt til Floden. Enhver Umage vil blive anvendt for at tilfredstille dem, som onske at benytte sig af samme.

Arbodigst
THOMAS O. BRADLEY.

Foreign Amateur Autumn Race Meeting.

NOTICE—Persons wishing to take the Rooms under the Grand Stand for the Sale of Refreshments during the day of the above races 4th April, and also those wishing to erect Tents or Stands for that day are requested to apply at Calle la Defensa No. 57.

FOREIGN AMATEUR RACING SOCIETY MEETING, APRIL 1850.

The Subscribers to these Races are requested to call as early as possible at No. 96 Calle San Martin, where they will receive the Cards to which they are entitled, admitting them to the Grand Stand.

Parties non-subscribers are informed that Cards of admission to the Grand Stand are on Sale at the Hotel de Provence, Calle San Martin, the Confiteria de los Amigos, Calle Piedad, and at the Library Calle San Martin, opposite the Cathedral.

March 23, 1850.

A. Bartin's Hotel,

No. 22, CALLE PARQUE.

AUGUSTUS BARTIN, with many thanks to his numerous friends and patrons, and the public generally for past favours and support, has great pleasure in announcing that he has opened an Hotel at No. 22, Calle Parque, where families and single gentlemen can be accommodated with well-ventilated and commodious apartments on the most reasonable terms.

With a view to the greater convenience and comfort of his visitors he has spared no expense in furnishing the rooms in the most *recherché* style and as regards external appearance it will be admitted to be second to none in the city

His domestic arrangements also, and attendance, will be conducted on the most approved system.

A daily ordinary will be served precisely at 3 o'clock p.m.

Wines and liquors of all descriptions of the very best possible quality.

SHIPPING LIST.

For San Francisco,

—Calling at Valparaiso—

The A.1. National brig DON PEDRO, 200 tons, capt. Meyerdierk—has excellent accommodations for passengers, and room for a small portion of cargo.

For Valparaiso.

Hamburg ship *OCEAN*, 350 tons, (A.1.) Capt. Fokkes, can receive freight and cabin passengers. Consignees Messrs. Llavallol & Sons.

For Antwerp.

PASSENGERS ONLY.

The Norwegian brig Najaden, 140 tons, Capt. Baker. Consignees J. N. Bieber & Co.

For New York,

The A.1. Prussian brig DIDO, of 219 tons; Capt. Malchow, can still take on freight dry hides and bales.

The Prussian brig HEINRICH VON GAGERN. A.1. of 200 tons, Capt. C. Altemberg, has two-thirds of cargo engaged, and can still admit freight. Consignees Messrs. Freyer Brothers.

For Havre de Grace.

The French barque *SULTAN*, A.1. of 227 tons, Capt. F. Demay, admits cargo and passengers—Consignee Manuel Arrotea, Esq.

FOR ANTWERP.

The Bremen brig *COURRIER*, A. 1. of 160 tons, (under the National flag) Capt. Havighorst, can admit cargo and passengers—Consignees Messrs. Visser, Deetjen & Hughes.

FOR HAMBURG.

The Russian galliot *ANNA*, A.1. of 130 tons, Capt. Hansen, can take a small quantity of freight —Consignees Messrs. Freyer Brothers.

For *CADIZ, MALAGA & BARCELONA*—

The Spanish brig *MARTIN*, of the first-class, 189 tons, Capt. Flaquer—can admit cargo and passengers—Consignees Messrs. Zumaran & Treseria.

FOR

San Francisco, California,

—Touching at Panama—

The new fast sailing A.1. Prussian barque *RICHARD COWLE*, 360 tons, capt. Kalff. This vessel has splendid accommodations for cabin passengers, and will meet with quick despatch.

For Freight or Charter.

The A. 1. Dutch brig WITTELEEUW, 172 tons—Consignees Messrs. D. Calvo & Sons.

The A.1. Bremen barque CREOLE, 177 tons—Consignees Messrs. Becher, Preuss & Co.

The A.1. Holstein brig DOROTHEA, 200 tons —Consignees Messrs. Freyer Brothers & Co.

For the above, apply to

Richard Sutton, Jun.

Ship Broker,
No. 14 Calle La Reconquista.

For Sale,

AT

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

A copy of the latest London edition of each of the following valuable works by Samuel Maunder, full bound, calf, viz:—

The Treasury of Knowledge comprising a new and enlarged Dictionary of the English language, an English grammar, a new Universal Gazetteer with population and other tables, Classical Dictionary, &c. &c.; The Scientific and Literary Treasury, a new and popular Encyclopædia of the Belles Lettres, The Biographical Treasury, forming a new and complete Dictionary of Universal Biography from the earliest periods to the present time; The Treasury of Natural History, or Dictionary of Animated Nature, with upwards of 800 wood cuts; Treasury of History, consisting of a series of separate histories of the principal states and kingdoms in the world, with an outline sketch of Universal History from the earliest ages to the present time; also, Macaulay's History of England, 2 vols.; Account of the United Provinces of Rio de la Plata; Letters from Buenos Ayres and Chile with a history of the latter Country, London 1819: Fisk's Greek Grammar; Jacob's Greek Reader; Bourdon's Elements of algebra; Levizac's French Grammar; Life of the Rt. Hon. John Philpot Curran; Moore's Melodies; Modern History; Marryatt's Code of Signals &c.

Second-Hand books purchased or exchanged.

FOREIGN AMATEUR RACING SOCIETY.

Any Gentlemen Foreigners wishing to contribute to the funds for perpetuating the above society are respectfully invited to send any subscription to the Treasurer, N. 70, calle "Santa Clara," or any other member of the Committee.

NB. A programme of the Races can be seen at the Commercial Rooms and the Sala de Residentes Extrangeros.

Wanted,

In a small family, as general servant, a lad of from 15 years of age upwards, who can speak and write Spanish. Apply at 90 calle San Martin.

For Sale,

Superior bottled Port Wine.
Do. do. Sherry do.
Sherry Wine in casks.
London Stout.
Pale Ale.
XXX Strong Ale.
Holland's Gin.
Old Tom Gin.

Apply to
BAYLEY BROTHERS.
At No. 29, Calle Santa Rosa.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

For Sale,

A small Medicine Chest, at W. White's, No. 89½ Calle la Merced.

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 Tcuman, No. 91.

For Sale,

At C. ZIEGLER'S 34, Calle Mayo, Byass' Ale and Porter, in barrels of 4 doz., & at $55 per doz.

For Freight or Charter to any Port in Europe.

The new A.1. splendid Bremen brig

PHŒNIX,

210 tons register, J. H. Diercks, master.

This fine vessel has been built expressly for this trade, offering the convenience of loading a full cargo of dry hides in the inner roads.

In sailing she is remarkably fast, having performed her passage from Hamburg to this port in the short space of 48 days.

Her accommodations for Passengers are most superior, and her commander is well known in the trade.

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

Ruperto de la Concha,
Licensed Ship Broker.

No. 15½ Calle Reconquista.

Mrs. McGaw,

Respectfully informs her friends and the public that she has removed from Calle de Mayo No 110 to Calle de Cuyo No. 97, where she can accommodate Gentlemen or families with board and lodging.

For Sale.

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

Capt. N. Petersen, of the Danish brigantine Louise will not be responsible for any debts contracted by his crew.

Furnished Apartments

And board can be had on application at Calle Perú No. 145; also a large parlour and an adjoining bed room so as to accommodate two gentlemen or a gentleman and his lady.

March 9.

Port and Sherry Wine.

On Sale at the Store of the Subscriber, Port in quarter casks, half pipes and pipes; likewise in bottle of superior quality and very cheap—A few small casks of Sherry as well as in bottle.

Some kegs of cod sounds and Tongues of excellent quality and moderate in price.

No. 10 Calle la Merced.
48 Calle Mayo.

J. BLUES.

The following English Works may be had at the Victoria Book Store, No. 100 Calle Victoria, viz—

Jardin's Naturalist's Library, 40 vols.; Norwich's Commentary on the Psalms, 2 vols.; Pipe's Scriptural Conversion, 1 vol.; Wesley's Sermons, 1 vol.; Bunyan's Pilgrim's progress, 1 vol., with engravings; The Methodist Magazine, 1825 to 1829, 10 vols.; Diary of the times of Charles II, 2 vols.; Memorials of Civil War, 2 vols., 8vo.; History of Highland Clans, 4 vols., 8vo.; Memoirs of General Count Rapp, by himself, 1 vol. 8vo.; The Convent, by Crindell, 1 vol.; Gulliver's Travels, 1 vol.; Classical Tales and Legends, 1 vol.; Tales for the Young, 1 vol.; Stories from Herodotus, 1 vol.; The Book of Poetry, 1 vol.; The Juvenile Naturalist, 1 vol.; The Parent's Cabinet, 6 vols.; The Calendar of Nature, 1 vol.; Literary Souvenir, 1 vol.; Six Months in a Convent, 3 vols.; Matthias and his Impostures, 1 vol.; Pictures and descriptions in the History of England, 3 vols.; Cruikshank at Home, 4 vols.; The Anniversary, 1 vol; The Keepsake, 1 vol.; Arabian Nights, 4 vols.; A Tour in Connaught, 1 vol; The Wassail Bowl, 2 vols.; Poole's Comic Sketches, 2 vols.; Daniel's Merrie England, 2 vols.; Phantasmagoria of Fun, 2 vols.; The Penny Magazine, 14 vols.; The Saturday Magazine, 18 vols.; Beauties of the Court of Charles II, 2 vols.; Smollet's Works, by Roscoe, complete in 1 vol.; Fielding Works, by Roscoe; Swift's Works, by Roscoe, 2 vols.; Burn's Works; Select Views of London and its environs, 1 vol. 4to.; Miss Bremer's Novels, by Mary Howitt; The Home, 2 vols.; Family, 2 vols; President's Daughter, 3 vols.; Diary and Strife and Peace, 2 vols.; The Neighbours, 2 vols.; Marryatt's Diary in America, 3 vols.; Life in Mexico, 2 vols.; The Idler in Italy, 2 vols.; Travels of Lady Stanhope, 3 vols.; Marryatt's Olla Podrida, 3 vols.; Nimrod Abroad, 2 vols.; The Blackown Papers, 2 vols.; Men, Women & Books, by Hunt, 2 vols.; Campaign in China, by Mackenzie, 1 vol.; Idler in France, by Mrs. Blessington, 2 vols.; Kotzebue's New Voyage Round the World, 2 vols.; The Irish Sketch Book, by Titmarsh, 3 vols, Arthur O'Leary, 1 vol.; Gray's Works, 1 vol.; Travels in Upper India, by Davidson, 2 vols.; Diary and Letters of Madame D'Arblay, 7 vols.; Goldsmith's Animated Nature, 6 vols. 8vo.; France, and the French Revolution, 3 vols. 8vo.; Napoleon's Memoirs, by Baron Fain, 1 vol. 8vo.; Molina's History of Chile, 2 vols.; The Shipwreck, by Falconer, 1 vol; Modern Traveller, 28 vols. in 18vo. with engravings; Youth's Hand Book of Entertaining Knowledge, 2 vols.; Sketches in Ireland, 1 vol.; Hughson's Walks through London, 1 vol.; Sketches and Tales of Barbadoes, 1 vol.; Flavius Joseph, pictorial edition, 2 vols., with engravings; Bradford's American Antiquities, 1 vol.; Pictures of the French, with engravings, 1 vol.; Cox's Burman Empire, 1 vol.; Ross's Last Voyage to the Artic Regions, 1 vol.; Hutton's Voyage, 1 vol.; Pinkerton's Modern Geography, 2 vols., with engravings; Gilpin's Highlands of Scotland, 2 vols.; Do. River Wye, 1 vol.; Do. Southern Tour, 1 vol.; Do. Essays on Picturesque Objects, 1 vol.; Do. Lakes of Cumberland, 2 vols; Do. Observations on the Western Parts of England, 1 vol.; Memoirs of George IV., by Robert Huis, 2 vols.; Windsor Castle, by Ainsworth, illustrated by Cruikshank, 1 beautiful volume; Old St. Paul, 1 beautiful volume illustrated; The Tower of London, do. Views of Society in America, 1 vol.; The Sports and Pastimes of the People of England, by Strutt, 1 vol.; Good's Book of Nature, 1 vol.; The Archaelogical Journal, 19 vols.; Channing's Works, 6 vols. 8vo.; Valentine M'Clutchy, 3 vols. 8vo; A Book for a Rainy Day, 1 vol. 8vo.; The Sikhs and Afghans, 1 vol.; The Western Coast of Africa, 1 vol.; Narrative of a Voyage to the South Atlantic Ocean, by Morrel, 1 vol; The Gypsies of Spain, 2 vols.; Memoirs of Lady Stanhope, 3 vols.; Visit to the American Churches, 2 vols.; Bruce's Travels, 1 vol.; Picture of Italy, 1 vol.; Bingley's Travels in the South of Europe, 1 vol.; Scenes and Legends, 1 vol.; Stewart's South Seas, 2 vols.; Wit and Humour, by Hunt, 1 vol.; Imagination and Fancy, by Hunt, 1 vol.; Memoirs of Marmontel, 4 vols.; Anson's Voyage, 1 vol.; Evan's Excursion to Brighton, 1 vol.; Despotism, 2 vols.; McQueen's Africa, 1 vol.; Edinburgh Cabinet Library, 2 vols.; Mason on Self Knowledge; Owen's Voyages in Africa and America, 2 vols.; The Experienced Angler, by Venable, 1 vol., with engravings; Tales of the Kings of England, 1 vol; Parley's Wonders of History, 1 vol.; The Book of Fable and Allegory, 1 vol.; Neuman and Barreti's English and Spanish Dictionary, Urcullu's English Grammar; Letters of Exchange, first, second and third.

N.B.—A large assortment of Books in French and Spanish, Stationery of all descriptions, music, inkstands, black and red ink, &c., &c.

Ladies' and Children's English Boots and Shoes.

Just received and for sale at D. Fleming's, No. 17 Calle la Defensa, a small assortment of Ladies' prunella and cashmere boots, prunella and patent leather shoes, house slippers, &c. Likewise an assortment of Children's patent leather and kid shoes with straps, first sizes.

For Sale—Freight or Charter.

The American brigantine Cohansey, Captain Martin, 193 tons register, well found and fast sailer, needing little or no expense to fit her for any voyage.

For terms apply to
Zimmermann, Frazier & Co.,
No. 69 Calle la Defensa.

Feb. 15.

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.

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.

Required for constant work, a short distance from town, one or two Carpenters. Apply to 59 Calle Mayo.

COOK.

Required one for a small family, residing out of town, a man and wife might both find employment, either to serve in the above capacity. Application to be made to 59 Calle Mayo.

For Sale,

A camp establishment 20 leagues distant from town to the S. E., consisting of one square league of superior land with comfortable dwelling house, montes, & ditches, troops of cattle, mares and flocks of sheep.

For further particulars apply at No 70 Calle Santa Clara.

EXPORTS.

FEATHERS—Duty, 4 per cent.			
Ostrich, long black——lb—	7	á	7½
» white——do—	—	á	—
HAIR.—Duty, 4 per cent.			
Horse, short——arroba	36	á	38
» mixed——do—	42	á	50
» long 18 to 24 inches do—	90	á	110
HIDE Cuttings.—Duty, 4 per cent.			
Baled, quintal——	30	á	32
HIDES.—Duty, 1 dollar each.			
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	50	á	54
Matadero, country, 25 to 30 lbs. av.	46	á	52
For Spain, per 35 lbs——	46	á	47
» North America, per do—	43	á	44
Of all stake ——per do——	40	á	45
Salted ox, 60 lbs. av, per 60 lbs.	38	á	40
Do. » 63 lbs. and above do.	40½	á	44
» cow 45 to 48 lbs. average do.	35	á	37
» » 50 lbs. and above do.	35	á	36
Horse, salted, each——	—	á	8 rs. sil.
» dry ——do——	12	á	15
HORNS—Duty, 4 per cent.			
Ox——thousand	700	á	800
Cow——do—	180	á	200
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—
SKINS—Duty, calf 1 dol. each, slunk calf ¼ dol. all others 4 p. ct.			
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	55
Chinchilla, per dozen——			
Goat——per do——	—	á	—
Nutria ——per lb——	4	á	4½
Sheep, washed, fine and ordinary ——dozen	38	á	49
Do. dirty——do—	28	á	38
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw ——arroba	17	á	18
Do. melted, 1st class, do.	28	á	29
Do. pure, 2nd class, do.	24	á	25
Grease and tallow ——do.	22	á	22½
WOOL.—Duty free.			
Ordinary, washed ——arroba	33	á	36
Do. dirty——do—	16	á	18
Mestiza, washed ——do—	35	á	40
Do. dirty ——do—	18	á	22
Fine, washed——do—	50	á	65
» dirty ——do—	28	á	38
Cordova, washed——	24	á	24½ rs. sil.
Do. dirty——			

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

MONEY MARKET.

EXCHANGE, England, in currency, 3 5-16d. per dol.
Do. do. in specie 69s. per oz.
Do. France, do. do. 874f. per oz.
" Montevideo, par.
" Rio Janeiro, par.
" United States á 5 per cent. discount.

The highest rate of Exchange upon England during the week, 69s. per ounce. }
The lowest, 69s. per do. }

STOCK—Six per cent........ par á 1 per cent. prem.
" Four per cent........ in proportion.

BULLION—Spanish doubloons...... 253 á 2 3½
" Patriot doubloons...... 249½ á 250
" Do. Dollars...... — á 15¼
" Spanish do. & Patacones 16 á 16¼
" Plata Macaquina...... 13¾ á 14

The highest price of Spanish doubloons during the week 2 6
The lowest 252½
The highest price of Patriot doubloons during the week 253
The lowest 249
Permits for shipping specie, prem. per cent. ¾ á 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	25s. p. 2240 lbs.	In box. 25s. In pipes 25s. } per 2240 lbs.	Wool 20s. Hair 25s.	nominal.
France......	55 fs. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	50 p. 42 cubic ft.	
Continent....	£3 per 2240 lbs	25à30s. p. 2240 lbs	........none........	27s6dà3?s. p. 40 ft	nominal.
Spain......	$24 per 2000 lbs.		........none........		
United States	$8 à 10 p. 2000 lbs.	$5 per 2000 lb.	........none........	$4 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.