BRITISH PACKET

AND

ARGENTINE NEWS.

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BUENOS AYRES.

☞With this number concludes the Quarter of the *British Packet.*

Our great diplomatic mystery has not yet been unveiled. Whatever quidnuncs and speculators may say to the contrary, nothing has oozed out that can afford any clue for the formation of a correct opinion as to the actual state or prospects of the negotiation.

Brazil is putting the longanimity of the Argentine government to a cruel test.

The Baron de Jacuy *alias* Chico Pedro, with his "Californias," has been suffered once more to violate the territory of the sister republic. On this occasion the whole vandalic horde was united, consisting of 500 men and numbering amongst its leaders several Oriental rebel officers. Col. Lamas, with his gallant division, had the good fortune to fall in with it on the 12th inst. at Tacumbú, and soon gave a good account of it. A single charge was sufficient to put the brigands to the rout, and in the course of a hot pursuit of four leagues numbers of them were slain, whilst several others were drowned in attempting to swim across the Cuarein. A party of 40 infantry were either killed or taken prisoners, and the bandits left on the field all their baggage, arms and spare horses besides 200 saddled chargers. This important triumph was achieved without the loss of a single man to the victors, Col. Lamas' casualties consisting only of four wounded.

Several questions have been addressed to us on the subject of the act passed in the last session of the British Parliament for facilitating the marriages of British subjects in foreign countries. We are going briefly to answer those inquiries. In the first place, there is nothing obligatory in the act for British subjects to have their marriages solemnized under its provisions. But if parties are disposed to dispense with the intervention of a clergyman, a marriage so solemnized will, doubtless, be as valid in England as if the Archbishop of Canterbury in *propia persona* performed the ceremony. Such, however, we apprehend, is not the case as regards this country. British residents here are subject to the laws and statutes of the land, and those laws already provide for the solemnization of marriages among individuals of different religious denominations. A marriage otherwise had, therefore, produces no legal effects here. Besides, the warrant under which the Consul would act, is, in our opinion, inoperative until it receives the formal assent of the supreme anthority of the country, and, for reasons which appear to us perfectly obvious, we do not think that such assent is likely to be given. It is the duty of all governments jealous of national independence to discountenance everything tending to the creation of an *imperium in imperio,* and the severe penalties of *præmunire* in England owe their origin to no other cause but the avowed maintenance of this very correct principle.

Under the now existing Navigation Laws of Great Britain, the first British vessel that has been chartered in this port for the United States, is the Iron barque G.F.D., of 352 tons, which is about to sail for San Francisco, California, with a cargo of lumber. The British brig Catherine Ewan has subsequently been chartered for California, and the British schooner Spirit for New York.

H. M. Queen Victoria has been pleased to issue a commission for the promotion of an "Exhibition of the works of Industry of all Nations," to be holden in London in the ensuing year, at which prizes and medals, to the value of at least twenty thousand pounds sterling, will be awarded to the exhibitors of the most meritorious works then brought forward. The exhibition will be divided into four sections:

1.—Raw Materials and Produce illustrative of the natural productions on which human industry is employed.

2.—Machinery, for Agricultural, Manufacturing, Engineering and other purposes, and Mechanical Inventions, illustrative of the Agents which human ingenuity brings to bear upon the productions of nature.

3.—Manufactures, illustrative of the results produced by the operation of human industry upon natural productions.

4.—Sculpture, Models, and the plastic art generally, illustrative of the taste and skill displayed in such application of human industry.

Parties resident here desirous of taking part in the above exhibition may obtain further information by applying at the British Consulate.

STEAM COMMUNICATION BETWEEN ENGLAND AND SOUTH AMERICA.

Some time in February last, a contract was entered into by the Royal (West India) Mail Packet Company, with the British government, for the establishment of a monthly line of steamers, from Southampton or Liverpool, to Pernambuco, Bahia, and Rio de Janeiro. Though nearly a year has elapsed, nothing has been done in execution of this contract, further than to determine the point of departure from England, the kind of steamers to be employed, and the route to be pursued. Southampton has been definitively fixed upon as the port of departure, in preference to Liverpool, for reasons principally connected with the existence there of the Company's present establishment. It has also been decided to employ paddle-wheel steamers; because, having been thoroughly tested, they are found to answer in every respect, as regards speed, safety, efficiency and precision. For, during an experience of ten years, it is believed that no damage to or dislocation of machinery, in the British ocean steamers, has so thoroughly disabled any one of them, as to prevent the continuance of her voyage. In case of accident, one or other of the paddles or engines has continued serviceable, enabling the vessel to proceed at a speed varying from one half to three-fourths of her maximum. On the other hand, if the propeller of a screw steamer is broken or deranged, the vessel is forced to rely on her sails, from the impossibility of repairing the propeller except in port.

The route proposed to be adopted is described as follows:

	Miles.
Southampton to Funchal, Madeira	1306
Madeira to Santa Cruz, Teneriffe	260
Teneriffe to Porto Praya, Cape Verde Island (allowing 20 miles for winding the Islands)	945
Cape Verde to Pernambuco	1535
Pernambuco to Bahia	410
Bahia to Rio Janeiro	680
Total (Southampton to Rio Janeiro)...	5136
Rio Janeiro to Montevideo	1040
Montevideo to Buenos Ayres (allowing 20 miles for winding the shoals............	130
	6306

By this route the distance is not increased more than 100 miles over the direct route from Southampton, to either Pernambuco or Rio. The time, at an average speed of ten miles the hour, allowing for stoppages, will be, to Pernambuco 18 days, to Rio 24.

The cost of the proposed service will be less, to the British Exchequer, than that now incurred, in maintaining the communication from Falmouth to Brazil, by the monthly line of man-of-war brigs. Hence, and because it is apprehended that our own countrymen may anticipate them, by establishing a line of steamers from New York to Rio, by way of Barbados, Pernambuco and Bahia, some impatience is manifested at the dilatoriness of the company in postponing the execution of their contract. At the expiration of nearly a year, no ships have been constructed for this service; and none can be spared from the West India service for the South American line, until the vessels to be employed under the new WestIndia arrangement are built, and their preparation will occupy at least a year. So it is probable that,—although it is proposed to razee four of the West India fleet, and prepare them, by improvements which will bring their average speed to ten knots, for carrying the Brazilian mails,—the South American service will not be commenced till sometime in the year 1851.

[*New York Journal of Commerce.*]

NICARAGUA QUESTION.

Mr. Clayton, on the part of the United States, and Sir H. Bulwer, on the part of England, have agreed to a certain arrangement embracing four, five, or six leading points, by which the whole of this business will be settled efectually, provided the United States' Senate, on the one side, and Lord Palmerston, on the other, agree to the result arrived at by their respective regotiators. By the proposed arrangement the United States and Great Britain agree in convention to constitute themselves the protecting powers of the great enterprise to connect the two oceans, guaranteeing neutrality to the canal about to be constructed and opened through Nicaragua, under a charter from the Government of that state. By that convention the sovereign right of Nicaragua to the whole of the territory lying between the Atlantic and the Pacific Oceans, embracing both sides of the route of the proposed canal, and the navigation leading to each end, is acknowledged and guaranteed by the two powers, and thrown open to the whole commercial world under certain general conditions. Another point of the arrangement authorizes the protecting powers, even in time of war, to place the canal in a neutral position, open to all nations, with a neutral offing on each side of the Isthmus, embracing about two degrees of each of the great oceans. Within those limits, even in a state of maritime war, no attack can be attempted by the vessels of one nation on those of another, but full sweep is given beyond them on either side. Another point of great importance is, that the authority vested by the state of Nicaragua in the canal company is to be complete and perfect over the rates of toll, and over the financial and commercial management of the whole line. It is also understood that the Russian Government, and even the French Government, may become parties, and occupy the same position as protective powers as the others, looking towards the construction and use of this canal.

(*New York Herald.*)

The London *Britannia* of the 2d of February gives the following from its Paris correspondent—

The two great literary and political rivals, Thiers and Guizot, have given the public this week a rather puerile display of the envy which devours them. Guizot publishes a discourse on the success of the English revolution, and is delighted to find that everybody reads it and talks of it, and so causes M. Thiers to be cast completely into the shade. This gives Thiers the jaundice, and he immediately publishes in red-hot haste an elaborate treatise on public assistance, which he had undertaken to draw up in the form of a report to the National Assembly. A diversion is thereby caused in public opinion, and Guizot falls several degrees in public enthusiasm, whilst Thiers rises. Guizot and Thiers like to be called the French Pitt and Fox; but they should bear in mind that the two great Englishmen, notwithstanding the keenness of their personal, political and party rivalry, would never have descended to petty acts of spite which would have been scarcely creditable to two envious chambermaids.

Apropos of Thiers. He is a most indefatigable worker. The midnight lamp, the morning dawn, and the whole day long find him toiling in one way or another: at his history, his correspondence, his parliamentary projects, his superintendence of the Government, his labours in committee, his formidable *rapports.* Rarely does he take social relaxation, and then only for brief intervals. It is no rare thing for him to give appointments at six o'clock in the morning, and those who are admitted to consult or converse with him are generally expected to be at his house at eight o'clock or thereabouts. Go when you will, six, seven, or eight o'clock, you find him in his study, reading, writing, dictating, or making searches. At whatever hour or in whatever duty you may see him he is sure to be in full dress—some people actually suppose that his black dress-coat is never off his back, and his spectacles never off his nose. He is very cordial in his manner of receiving his visitors, talks with great volubility, and, like all talkative people, expects to be listened to with great attention. Like Cæsar, he is able to conduct different matters at the same time, and not frequently dictates to two or three secretaries at once. His favourite hobby of writing and talking is military affairs: a more warlike soul than his was never placed in so small a frame, and no soldier ever had a keener adoration for the phantom glory. In the general management of the army he takes great interest, and unceremoniously dictates to the Minister of War what is to be done and what left undone. Of the famous (or rather infamous) siege of Rome he was the great adviser, and he watched the progress of the military operations day by day with the liveliest concern. He was better informed as to the state of affairs than the Government, and it was he who issued directions for the reinforcements and war *materiel* to be sent. When the siege was finally successful his joy was unbounded; and to a journalist of my acquaintance who happened to call on him just after the intelligence had reached him he gave, with vast enthusiasm, all the details of the affair, and, to make himself understood, planned out an imaginary siege of a flower bed in his garden. He literally

"Fought the battle o'er again;
And thrice he vanquished all his foes,
And thrice he slew the slain!"

Behind the political scenes one continually hears talk of schemes being on foot for the reconciliation of the two branches of the Bourbon family; and it has lately been said that at a solemn conclave of some influential Legitimists recently held at Venice the basis of an arrangement was nearly come to. I, however, again repeat that no reliance whatever can be placed in any statements of this kind. No reconciliation of the nature generally set forth is probable—scarcely even possible; for it is events alone, which none can clearly foresee, and none assuredly can hope to be able to control, which will decide the alliance or continued hostility of the two rival branches: if, for example, one of the Orleans should be called to the restored throne of France, he would take it without hesitation, utterly disregardful of the rights of the Duke de Bordeaux; if, on the contrary, the latter should obtain the crown of his ancestors, the Orleans to a man will rally round him. But what is proof positive that no arrangement is probable is that M. Thiers and his *clique* are trying to get up a political phalanx, from which the Legitimists are to be excluded.

There is some squabbling in the Legitimist ranks, in consequence of the unfortunate split in the party which led to the triumph of the Socialist candidate in the recent election for the department of the Gard. M. de Lourdoueix, the editor of the *Gazette de France,* who caused the split, has been greatly blamed, and there has even been a talk of declaring him and his journal unworthy the confidence of the party. But this is nonsense. M. de Lourdoueix may have made a deplorable mistake; but he and his newspaper are of far too much importance to the cause to be repudiated. Why do not the Legitimists help such men as he to seats in the Assembly, and thereby prevent them from damaging the cause by seeking unaided the gratification of their legitimate ambition? These are not times for a party to put its lights under a bushel—to exalt its mediocrities and slight its talents. Yet the Legitimists seem to think differently. What a pity it is that plain common sense is so rare in France!

Nuisance though the republic be, it has effected a great moral improvement in a quarter in which assuredly it was least expected—the stage. Under Louis Philippe, who boasted of being a sceptic in religion, "Le Roi Voltairien," and who thought that money-getting was the most noble occupation of life, nothing could exceed the scandalous immorality, and even gross, filthy, abominable obscenity, of nine out of ten of the pieces represented on the stage. Adultery, seduction, concubinage were the constant theme of the dramatist; they were represented as the most agreeable and most natural amusement in the world—as things not only without guilt, but as the proof of wit and spirit; whilst the deceived husband, or the dishonoured girl, was unblushingly held up to pitiless ridicule. How many women have been ruined—how many families disgraced by these scandalous pieces! But now, thank Heaven! they are sternly

proscribed. Husbands are no longer the tom-fools for every flippant coxcomb to dishonour and mock; woman's virtue is no longer represented as the fitting plaything of vicious effrontery; marriage is respected—nay, even held up to honour. Whence comes this strange and sudden change in the public taste? I know not how philosophers will explain it; but assuredly it is not one of the least singular incidents in the morai chaos in which France is plunged.

The same change, too, has taken place in romantic literature. Balzac gives us no more of his scenes of polished immorality—Dumas of his vile impurity—Sue of his grossness and obscenity: even Madame Sand has learned to respect virtue and propriety—or at least to refrain from outraging them.

The French complain of the disappearance of a curious specimen of natural history, one of the most important in their menagerie—the English milord. "Le milord est mort—helas! helas!" cries one of their smartest feuilletonistes: "we shall him no more—that dear milord!" Truly they may well weep over the disappearance of a type of humanity who not only filled the tills of their shops with gold, but afforded a character for the novelist, dramatist, and caricaturist, full of never-ending amusement. It is railways, steam-boats, and newspapers which, by making France and Frenchmen well known to the English, and England and the English to the French, have smoothed down the peculiarities of the two peoples, and have totally annihilated the Monsieur Tonsons and the Milords. The Milord was on the whole, the more amusing type of the two—he was by far the greater original. Fancy a tall, gaunt, grim personage—as stiff as a kitchen poker—with a cravat preternaturally high, and starched to the consistency of a three-inch deal board: his every movement awkward and ungainly—his clothes of the most grotesque cut—his hat hanging uneasily from the back of his head—his conversation a continual exclamation of "Volo vo!" "Moa!" "Goddam!" and "Rule Britannia!"—his pastime to "boxer vo" and get drunk and, his fate to be swindled, duped, and scoffed by everybody—yet distributing to everybody piles of sovereigns by the hundredweight and bank-notes by the bushel. Fancy this worthy individual getting into all imaginable scrapes—continually making desperate efforts to commit suicide—gravely proposing a dose of prussic acid as an infallible remedy for every earthly ill—taking Bengal tigers with them to a ball, and elephants to dinner—and giving way to the most frantic despair on seeing Miladi ogle a bearded Frenchman. The poor Milord! With all his absurdity and gross exaggeration, he was perfectly harmless; and his countrymen will regret his exit from this weary world even more than the French—for the said countrymen have the good sense not only to tolerate but to be amused by clever caricature on themselves.

M. Quinet, the popular professor and writer, has published, for the information of the National Assembly, an account of the proceedings which take place in the department of the Ain (of which he is a representative) under the state of siege. It appears that newspapers and books are interdicted—that soldiers are to be found in almost every village—that two men can scarcely converse together without being arrested as conspirators—that many of the villages have become almost depopulated from the numerous arrests that have been made, that it is no rare thing to see mayors, schoolmasters, and respectable farmers marched through the villages handcuffed like malefactors, for no other reason than that their political opinions are distasteful to the powers that be—in short, that the most horrible and most revolting tyranny is exercised—tyranny which could not be equalled in Turkey itself. And lo! France is under the Republican *regime*, which some idiots think is protective of liberty.

Your readers are aware that the love of the French for the theatre renders it necessary for the newspapers to make theatrical criticism a prominent feature in their columns. Unlike the English daily journals, however, which criticise pieces the day after they are performed, the Parisian press only does so once a week, when a *feuilleton* of two or three columns, on an average, is devoted to all the productions of the week. The price paid for these weekly articles is extraordinarily high. Jules Janin, for instance, of the *Debats*, has between £40 and £50 a month; and the *Constitutionnel* has just entered into an engagement with a M. Lereux, a writer of some cleverness, to do the theatricals at £40 a month—giving him besides, by written contract, an engagement for three years certain. Generally speaking the English press pays much higher than that of France; but English theatrical critics are certainly not remunerated at this rate, though their labours are greater than those of their Parisian brethren, and from not signing their articles, they have not the same popularity or influence.

Talking of newspapers, there is, I hear, a project on foot of reducing the price of the *Constitutionnel* and the *Presse* to 18f. a year—less than a sou, *i.e.*, less than a halfpenny, a day! These journals are two of the most complete and most ably-written that Paris possesses—they are to France what the *Herald* and *Chronicle* are to England—nay more, for their circulation is three or four fold greater. Such journals at a sou a day would be miracles of cheapness; but let it be remembered that they are exempt from the exorbitant taxes which English journals have to pay, and are not required to keep up such large literary staffs.

Act. 12&13 Victoria, Cap. LXVIII.

An Act for facilitating the Marriage of *British* Subjects resident in Foreign Countries.

[28th *July*, 1849.]

(*Concluded.*)

After Seven Days by Licence, or Twenty-one Days without Licence, Marriages may be solemnized at the British Consulate, by or in the Presence of the Consul and Two Witnesses.

IX. And be it enacted, That after the Expiration of Seven Days if the Mariage is by Licence, or of Twenty-one Days if the Marriage is without Licence, after Notice shall have been so given to and entered by the Consul as aforesaid, provided no lawful Impediment be shown to the Satisfaction of the Consul why the Marriage should not be solemnized, and that the Marriage has not been forbidden in manner herein provided, it shall be lawful for the Consul to solemnize, or allow to be solemnized by any other Person in his Presence, the Marriage in respect of which such Notice shall have been given, between and by the Parties described in such Notice; and every such Marriage shall be solemnized at the *British* Consulate, with open Doors, between the Hours of Eight and Twelve in the Forenoon, in the Presence of Two or more Witnesses, and may be solemnized, in the Presence of the Consul, according to the Rites of the United Church of *England* and *Ireland*, or according to such other Form and Ceremony as the Parties thereto may see fit to adopt, or may, where the Parties shall so desire, be solemnized by the Consul; and in the Solemnization of every such Marriage not solemnized according to the Rites of the United Church of *England* and *Ireland*, in some Part of the Ceremony, and in the Presence of the Consul and Witnesses, each of the Parties shall declare,

'I do solemnly declare, That I know not of any 'lawful Impediment why I *A.B.* may not be joined 'in Matrimony to *C.D.*'

And each of the Parties shall say to the other,

'I Call upon these Persons here present to witness, 'That I *A.B.* do take thee, *C.D.*, to be my lawful 'wedded Wife [*or* Husband].'

Marriage Fees to the Consul.

X. And be it enacted, That the Consul shall be entitled, for every Marriage which shall be solemnized under this Act by him or in his Presence, to have from the Parties married the Sum of Twenty Shillings, if the Marriages shall be by Licence, and otherwise the Sum of Ten Shillings.

Consul to register Marriages in Duplicate in Books to be sent by the Registrar General through the Secretary of State.

XI. And be it enacted, That the Consul shall forthwith register in Duplicate every Marriage solemnized as aforesaid in Two Marriage Register Books to be furnished to him for that Purpose from Time to Time by the Registrar General (through One of Her Majesty's Principal Secretaries of State), according to the Form provided for the Registration of Marriages by an Act of the Seventh Year of the Reign of King *William* the Fourth, intituled *An Act for registering Births, Deaths and Marriages in* England, or as near to such Form as the Difference of the Circumstances will admit of; and the Entry in each such Book of every such Marriage shall be signed by the Person by whom the Marriage shall have been solemnized, if there shall be any such Person other than the consul, and by the consul and both the Parties married, and attested by Two Witnesses; and all such Entries shall be made in regular Order from the Beginning to the End of each such Book, and the Number of the Place of Entry in each Duplicate Marriage Book shall be the same.

Copies of the Marriage Register Book to be forwarded yearly to the Secretary of State.

XII. And be it enacted, That in the Month of *January* in every Year every Consul shall make and transmit to One of Her Majesty's Principal Secretaries of State, to be transmitted by him to the Registrar General, a true Copy, certified by such Consul under his Hand and Consular Seal, according to the Form in the Schedule (B.) to this Act annexed, of all the Entries of Marriages during the preceding Year in the Register Book kept by him; and if there shall have been no Marriage registered during such preceding Year, the Consul shall certify such Fact under his hand and Consular Seal; and the Consul shall keep the said Duplicate Marriage Register Books safely until the same shall be filled, and one of such Duplicate Marriage Register Books, when filled, shall be transmitted to One of Her Majesty's Principal Secretaries of State, to be transmitted by him to the Registrar General.

Proof of Residence of Parties or Consent not necessary to establish Marriage.

XIII. And be it enacted, That after any Marriage shall have been solemnized under this Act it shall not be necessary, in support of such Marriage, to give any proof of the actual dwelling for the Time required by this Act of either of the Parties, previous to the Marriage, within the District wherein such Marriage was solemnized, or of the Consent of any Person whose Consent thereto is required by Law, nor shall any Evidence to prove the contrary be given in any Suit touching the Validity of such Marriage.

Consul may ask certain Particulars of Parties.

XIV. And be it enacted, That it shall be lawful for the Consul by whom or in whose Presence any Marriage is solemnized under this Act to ask of the Parties to be married the several Particulars required to be registered touching such Marriage.

In case of fraudulent Marriage, the guilty Party to forfeit all Property accruing from the Marriage, as in 4 G. 4 c. 76.

XV. And be it enacted, That if any Marriage shall be had under the Provisions of this Act by means of any wilfully false Notice, Oath, Affirmation, or Declaration made by either Party to such Marriage, as to any Matter to which a Notice, Oath, Affirmation, or Declaration is by this Act required, it shall be lawful for Her Majesty's Attorney General or Solicitor General to sue for the Forfeiture of all Estate and Interest in any Property accruing to the offending Party by such Marriage; and the Proceedings thereupon, and the Consequences thereof, shall be the same as are provided by Law in the like Case with regard to Marriages solemnized by Licence in *England* according to the Rites of the Church of *England*.

Persons taking false Oaths, &c. guilty of Perjury.

XVI. And be it enacted, That every Person who shall knowingly and wilfully make any Oath, Affirmation, or Declaration, or sign any false Notice, required by this Act, for the Purpose of procuring any Marriage, and every Person who shall forbid any such Marriage by falsely representing himself or herself to be a Person whose Consent to such Marriage is required by Law, knowing such Representation to be false, shall suffer the Penalties of Perjury; and such Offender may be tried in any County or Place in *England* in the same Manner and may be dealt with in all respects as if the Offence had been committed in such County or Place in *England*.

The Certificate of Consul to be Evidence.

XVII. And be it enacted, That in any and every Action or Suit for Forfeiture, and upon any and every Prosecution for Perjury, as aforesaid, the Declaration and Certificate of the Consul, under his Hand and Consular Seal, shall be received and taken as good and valid Evidence in the Law of all Facts and Matters stated in such Declaration and Certificate, without its being necessary for the said Consul to attend in Person to prove the same.

Provisions of Registration Act extended to this Act.

XVIII. And be it enacted, That this Act shall be taken to be Part of the said Act for registering Births, Deaths, and Marriages in *England*, as fully and effectually as if incorporated therewith; and that every Consul shall be deemed a Registrar under the said Act; and that all the Provisions and Penalties of the said Act relating to any Registrar, or Register of Marriages or certified Copies thereof, shall be taken to extend to every such Consul, and the Registers of Marriages under this Act, and to the certified Copies thereof, so far as the same are applicable thereto.

Consuls may be authorized by Secretary of State to solemnize Marriages.

XIX. And be it enacted, That every *British* Consul General and Consul already appointed or hereafter to be appointed to reside in any Foreign Country or Place, who shall be directed or authorized, by Writing under the Hand of One of Her Majesty's Principal Secretaries of State, to solemnize and register Marriages, and any Person duly authorized to act in the Absence of such Consul, or, in any Foreign Place where there is no *British* Consul resident, any Vice Consul or Consular Agent who shall be directed or authorized as aforesaid by One of Her Majesty's Principal Secretaries of State to solemnize and register Marriages in such Place, shall, in the Country or Place in which he is so appointed to reside, or in which he is directed or authorized to solemnize and register Marriages as aforesaid, be a Consul duly authorized for all the Purposes of this Act; and in the Construction of this Act the Term "Consul" shall (save where such Construction would be inconsistent with the Context) be constructed to mean a Consul so authorized; and the District of every such Consul for the Purposes of this Act shall be all or such Parts of the Foreign Country in which (or at a Place within which) such Consul is appointed to reside, or is so directed or authorized as aforesaid, as such Secretary of State may, by such Writing under his Hand, direct, or, where there shall be no Direction in this Behalf, shall be the District of the Consulate of such Consul.

Certain past Marriages confirmed.

XX. And whereas many Marriages have been entered into abroad by *British* Subjects under Circumstances which may occasion Doubts as to the Validity of such Marriages and it is expedient that such Marriages should be confirmed in the Cases hereinafter mentioned: Be it enacted, That all Marriages, both or one of the Parties being Subjects or a Subject of this Realm, which, before the passing of this Act, have been solemnized in any Foreign Country or Place, or on board a *British* Vessel of War on any Foreign Station, by a Minister in Holy Orders according to the Rites and Ceremonies of the Church of *England*, or of *Ireland*, or of the United Church of *England* and *Ireland*, or by an ordained Minister of the Church of *Scotland*; and all Marriages of the like Parties which have been solemnized according to any religious Rites or Ceremonies or contracted *per verba de præsenti* in any Foreign Country or place in the Presence of any *British* Ambassador, Minister, Chargé d'Affaires, Consul General, Consul, or Vice Consul exercising his Functions within the Foreign Country or Place in which such Marriages have been had, or on board a *British* Vessel of War on any Foreign Station in Presence of the Officer commanding such Vessel; and all Marriages of the like Parties which have been solemnized according to any religious Rites or Ceremonies or contracted *per verba de præsenti* in any Foreign Country or Place, and registered by or under the Authority of any *British* Consul General, Consul, or Vice Consul exercising his Functions within such Foreign Country or Place, the Signatures of the Parties being written in the Register, shall be deemed and held to be as valid in the Law and cognizable in the like Manner as if the same had been solemnized within Her Majesty's Dominions with a due Observance of all Forms required by Law: Provided always, that this Enactment shall not extend to render valid any Marriage which before the passing of this Act has been declared invalid by any Court of competent Jurisdiction in any Proceeding touching such Marriage, or any Right dependent on the Validity or Invalidity thereof, or any Marriage where either of the Parties has afterwards, during the Life of the other, lawfully intermarried with any other Person.

Extent of Act.

XXI. Provided always, and be it enacted, That nothing in this Act contained shall confirm or impair or in anywise affect, or be construed to confirm or impair or in anywise affect, the Validity in Law of any Marriage solemnized beyond the Seas, otherwise than as herein provided; and this Act shall not extend to the Marriage of any of the Royal Family.

Act may be Amended, &c.

XXII. And be it enacted, That this Act may be amended or repealed by any Act to be passed during the present Session of Parliament.

SCHEDULES.

SCHEDULE (A)

Notice of Marriage.

To the [British Consul General *or* Consul] at

I hereby give you Notice, That a Marriage is intended to be had within Three Calendar Months from the Date hereof between me and the other Party herein named and described; (that is to say)

Name and Surname.	Condition.	Rank or Profession.	Age.	Dwelling Place.	Length of Residence.
John Brown	*Widower*	....	*Of full Age*	....	....
Elizabeth Reeve	*Spinster* ..	....	*Minor*	....	....

Witness my Hand, this Day of
(Signed) *John Brown.*

SCHEDULE [B.]

I [Consul General or Consul] residing at do hereby certify, That this is a true Copy of the Entries of Marriages registered in my Office, from the Entry of the Marriage of *John Brown* and *Elizabeth Reeve*, Number *One*, to the Entry of the Marriage of *Michaal Jones* and *Maria Tomkins*, Number *Fourteen*.

Witness my Hand and Seal, this Day of *January* 1850.

(*Signature and Consular Seal of the Consul General or Consul.*)

True Copy.

[Signed] MARTIN T. HOOD,
H. B. M. Consul.

MARINE LIST.

PORT of BUENOS AYRES

April 20.—*Wind S.E.*

Arrived, French barque Napoleon, 227 tons, Rabardy, from Havre 17th February, to Thomas Rousse, with 397 boxes and 1 hogshead merchandize, 10 boxes hats, 11 do. hollow glass, 1 do. stamps, 12 do. bitters, 7 do. scales, 35 000 tiles, 100 pine boards, 1 box cloth, 67 do. and 35 bales dry goods, 38 boxes tanned skins, 8 do. furniture, 1 do. and 15 packages samples, 6 boxes books, 2 do. fire arms, 6 do. perfumery, 3 do. saddlery, 2 do. instruments, 3 do. plants, 1 package and 1 box newspapers, 1 do. seeds, 1 do. lamps, 131 do. cordage, 2 do. preserves, 3 do. ribbons.

Sailed, Sardinian barque Speranza, 202 tons, Manuel Federico Scotto, for Rio Janeiro, despatched by Adolfo Mancilla & Co., with 3025 quintals beef, 50 dry ox and cow hides, 300 bundles straw.

H. B M's. packet Spider, 3 guns, Lieut. James W. Tomlinson, for Montevideo and Rio Janeiro, with the mail for Falmouth.

April 21.—*Wind S., in the afternoon changed to E.S.E.*

Sailed, National barque General Rosas, 320 tons, John Mencke, for St. Thomas, despatched by Vicente Casares & Sons, in ballast.

Spanish brig Merced, 187 tons, Jorge Cabruja, for Havana, despatched by Felipe Senillosa, with 2772 quintals jerked beef, 2000 horns, 30 dry ox and cow hides, 20 boxes tallow.

Sardinian barque Maria Luisa, 283 tons, Julio Tiscornia, for Genoa, despatched by J. Caprile, with 2999 salted horse hides, 4110 dry do. do., 2776 salted ox and cow hides, 1500 dry do. do., 23,500 horns, 100 arrobas hair, 50 boxes tallow.

April 22.—*Wind S. S. W., in the afternoon changed to E.*

No arrivals or sailings.

April 23.—*Wind N.E., in the afternoon changed to E.*

Sailed, Bremen brig George Delius, 240 tons, J. G. Hindrichsen, for Cuba, despatched by Becher, Preuss & Co., with 4480 quintals jerked beef.

Spanish barque Maria de los Reyes, 228 tons, Miguel Font, for Havana, despatched by Zumaran & Treserra, with 4113 quintals jerked beef, 141 dry ox and cow hides. ☞ This vessel was erroneously inserted in our last as having sailed on the 19th inst.

April 24—*Wind N. E., in the afternoon changed to E. S. E.*

Arrived, Brazilian brigantine of war Eolo, Lieut. Albin, from Montevideo 23d inst.

April 25.—*Wind N.N.E.*

Arrived, Sardinian schooner Ninfa, 122 tons, José Barboro, from Buceo 24th inst., to Lezica & Co., with 85 barrels sugar, 93 boxes herrings, 58 kegs salmon, 73 doubloons.

Passengers—23.

British brig Susan, 183 tons, Robert Law, from Cadiz 25th February, to Briscoe & Co., with 492 cahices salt.

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. 30	Brig Guillermo, Christian F. Wiegmeyer....	217	Deetjen & Hughes	Antwerp.
January 8	Brig Courier, John Havighorst	160	Deetjen & Hughes	Antwerp.
Feb. 21	Brig Narcisa, Martin	236	George Rick & Co.	Antwerp.
March 16	Brig Vuelta de Obligado, Hermann Paulsen	194	Ambrosio P. Lezica	California
" 28	Brig General Belgrano, Juan Garrido....	302	Santa Maria, Llambi & Cambaceres	England
April 3	Brig Mentor, I. C. Nielsen.............	241	Jacob Parravicini	
	BRITISH			
January 22	Schooner Zante Packet, T. Fudge.......	192	Samuel Hesse.....................	England.
" 28	Brig William Tucker, John W. Good ..	164	James C. Thompson ..	Liverpool.
Feb. 3	Barque G. F. D., B. Lewellyn..........	352	Samuel B. Hale...................	California.
" 4	Brig Plata, Richard Bird Pringle	248	Briscoe, & Co....	Liverpool.
" 9	Brigantine Balkan, Charles T. Sloman ...	192	Barber & Orr.....................	London.
" 10	Brigantine Louisa, John Pallot	198	Parlane, Macalister and Co........	England
" 10	Brigantine Light of the Harem, Royal....	175	Phillips, Tomkinson and Co........	Do.
" 11	Brig United, J. P. Renouf	208	Egg, Krutisch & Co.	London.
" 12	Brig Catherine Ewan, George Dow.......	232	George Dow e	California.
" 14	Brig Wilton Wood, Matthew Russell......	245	John Best & Brothers	Liverpool.
" 21	Brig Chase, George Norie..............	217	Charles R. Horne.................	England.
March 10	Brig Ada, J. Amy......................	243	De Lisle Brothers & Co..........	Do.
" 10	Brig Ottowa, Urquhart.................	250	De Lisle Brothers & Co.	London.
" 11	Schooner Queen of the West, S. Tregarthen	159	Santamaria, Llambi & Cambaceres..	England
" 16	Brig Agile, J. Small..................	156	Santa Maria, Llambi & Cambaceres	Do.
" 18	Barque Richmond, Harrison Grayson.....	351	Bradshaw, Wanklyn and Jordan	Liverpool
" 18	Brigantine Choice, Abraham Ogier	177	De Lisle, Brothers & Co..........	Do.
" 19	Brig Legerdemain, J. Trenowth.........	198	Parlane, Macalister and Co.........	
" 21	Schooner Volo, Rendell	173	Nicholson, Green & Co...........	London.
" 22	Schooner Spirit, Pinges...............	163	Nuttall and Co...................	New York.
" 28	Barque Baronet, Willis................	297	Plowes, Atkinson and Co..........	
" 28	Brig Marvel, Robert Follett...........	185	Hughes Brothers....	England.
" 29	Brig Lucy, Robert Wright..............	211	De Lisle Brothers and Co..........	Do
April 1	Brig Mary Miller, James Hunter	290	John Galt Smith & Co	
" 1	Brig Janet, Andrew Hunter	191	John Best and Brothers............	
" 6	Barque William Peile, John Bell	279	John Best & Brothers..... ...	
" 7	Barque Blair, Mordy	333	Wilfred Latham...................	
" 10	Brig Sarah, David Lamb	178	Plowes, Atkinson & Co...........	England
" 15	Brig Jane, George Sargent..............	204	Barton Duguid....................	Do.
" 25	Brig Susan, Robert Law................	183	Briscoe, Twyford & Co...........	Do.
	AMERICAN.			
Feb. 18	Barque John Murray, William Lull.......	295	E. Ochoa & Co....................	New York
March 17	Barque James Andrews, French	275	Samuel B. Hale	Boston
" 28	Brig Palos, Freeman Hatch...	276	Samuel B. Hale...................	
" 29	Brig Falmouth, John Oliver............	208	Zimmermann, Frazier & Co........	Baltimore
	FRENCH.			
January 11	Barque Sultan, Demaire	227	Manuel Arrotea	Havre
" 13	Polacre Félicité, Vaillard	140	Egg, Krutish and Co.	Marseilles
Feb. 12	Barque Henri et Louise, Paul Gautier ...	195	B. Herand........................	Marseilles and Cette
March 6	Barque Ernest, Bougot.................	240	E. Ochoa & Co....................	Do.
" 10	Barque Camoens, Drouaux...............	245	Llavallol and Sons	Do.
April 3	Barque Soleil, Rouvier................	229	Teisserenc Vallat	Marseilles & Cette
" 4	Barque Coriolan, Lamand	219	Blas Despouy	Havre.
" 20	Barque Napoleon, Rabardy..............	227	Thomas Rousse	
	SPANISH.			
Novem. 19	Barque Ines, Juan Raimundo ..	235	Santa Maria, Llambi & Cambaceres	Spain.
Feb. 12	Polacre Deseada, José Esquer	180	Llavallol & Sons	Havana.
" 12	Brig Barceló, Josè Fontrodona..........	239	Felipe Senillosa	
March 15	Polacre Juanita, Juan Plat Isern........	214	E. Ochoa & Co....................	
" 16	Brigantine Cazador, Juan Poses	120	E. Ochoa and Co	
" 25	Brig Otelo, Vicente R corna	210	Felipe Senillosa	
April 11	Brig Leocadia, Gil Gelpi..............	185	Santa Maria, Llambi & Cambaceres	
" 13	Brig Emprendedor, Juan Molins.........	244	Santamaria, Llambi and Cambaceres	Havana.
	SARDINIAN.			
January 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 22	Polacre Carolina, Pedro Avegno	203	José Avegno	Genoa
Feb 12	Polacre Ciniscа, Francisco Sartorio	237	José Avegno	
" 15	Brig Camilla, Pedro Antonio Ferraro....	242	Adolfo Mancilla and Co...........	
March 22	Barque Vittoriosa, Vicente Vaccaro......	233	Pietranera, Piaggio and Co........	
" 29	Polacre barque Baron Paganini, C. Pieonbi	306	Llavallol and Sons................	Marseilles & Genoa
April 11	Polacre Lia, Lorenzo Sicardi...........	157	Adolfo Mancilla & Co.............	
" 12	Brigantine Atahualpa, Bartolome Dassori	121	Llavallol & Sons.................	
" 15	Brig San Giuseppe, Antonio Tixo.......	167	Adolfo Mancilla and Co...........	
" 16	Polacre Paehetto Felice, Juan Bautista Vila	155	Adolfo Mancilla and Co...........	
" 18	Brig Valentina, Nicolus Manará	127	Lezica & Co......................	
	PRUSSIAN.			
January 5	Brig Dido, G. Malcow..................	306	Egg, Krutish & Sons..............	New-York
" 5	Barque Dinter, Charles Neumann	239	Diego Calvo & Sons...............	Antwerp.
" 27	Barque Wilhelm, Schultz	245	Lezica & Co......................	Antwerp
March 24	Barque Albatross, Stowhows............	300	Freyer Brothers	
" 29	Barque Friederich, John Christian Stormer	299	Freyer Brothers	Continent
	TUSCAN.			
Feb. 20	Brigantine Romulo, Desuturich..........	121	Piaggio, Pietranera & Co..........	
	BELGIAN.			
April 2	Barque Ambiorix, C. De Boninge........	268	Freyer Brothers	Valparaiso.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	361	Corti, Francischeili and Co.......... ...	Antwerp.
	HOLSTEIN.			
March 11	Brig Dorothea, H. N. Dewitz...........	200	Freyer Brothers	New York.
	BRAZILIAN.			
Feb. 16	Brig Ma'ra, J. J. Diaz de los Placeres....	273	José Coelho Meyrelles............	
March 16	Polacre Condor, Claudio Olivera........	188	Wedekind & Co....	Rio Janeiro.
" 28	Brig Navegante, Joaquin Gomez de Santos	250	Captain..................	
April 3	Brig California, Juan Mauricio Olivera....	132	Marquez Souza	
" 9	Brigantine Livia, Antonio Lemos	157	Juan Geronimo Martinez	
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	New York.
April 9	Brig Nautilus, Steffens................	246	Zimmermann, Frazier & Co.........	
	DUTCH.			
Feb. 16	Brig Witte Leeuws, J. F. Brardt	172	Calvo and Sons	Antwerp.
	HAMBURG.			
January 8	Barque Eudora, D. Schots	351	Bunge, Bornefeld & Co............	
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	Rio Janeiro
" 16	Brig Adolph, B. Bohn	188	Otte, Rosenthal and Co...........	England.
Feb. 10	Ship Heinrich, Boye .. .	350	Zimmermann, Frazier & Co.........	Boston.
April 9	Brigantine Atlantic Ocean, Nagei	160	J. N. Bieber & Co....	
	BREMEN.			
Decem. 13	Barque Creole, Henry Wessels..........	177	Becher, Preuss & Co	New York.
Feb. 15	Brig Phœnix, Diercks..................	220	Visser, Deetjen & Hughes	Hamburg.
	NORWEGIAN.			
Feb. 10	Barque Tomberg, Nielsen	418	Vicente Casares and Sons..........	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen......	155	Charles R. Horne	
January 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica..........	Falmouth.
Feb. 12	Brig Delphin, B. P. Tuhl...............	[illegible]	Treussein and Co.................	Havana.
March 11	Brig Melitta, P. B. Moller	159	Freyer Brothers	Hamburg.
" 21	Brigantine Union, Schmidt.....	165	Freyer Brothers..................	

FOREIGN VESSELS OF WAR IN PORT.

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

Steamer Archimedes, Commander Bigeault.

Sailed, Hamburg ship Ocean, 350 tons, Fokkes, for Valparaiso, despatched by Llavallol & Sons, with 116 seroons yerba, 4 boxes tin ware, 133 boxes tallow, 38 boxes and 20 barrels salted tongues.

National brig San Pio, 130 tons, Andres Priario, for Rio Janeiro, despatched by E. Ochoa & Co., with 2800 quintals jerked beef, 1 box books.

Spanish polacre barque Pelegrina, 201 tons, Pablo Julia, for Malaga, despatched by Llavallol & Sons, with 10,167 dry ox and cow hides, 300 bags cocoa.

Spanish barque Union Compostelana, 191 tons, Pedro G. Bran, for Spain, despatched by Llavallol & Sons, with 12,086 dry ox and cow hides.

Brazilian brig Pedro II, 261 tons, Santiago Agnese, for the Salado, despatched by José C. Meyrelles, in ballast, to take in a cargo of produce for Brazil.

British brig Wilson, 176 tons, John Stoup, for Queenstown or Falmouth, despatched by Phillips, Tomkinson & Co., with 3726 salted ox and cow hides, 141½ pipes and 247 boxes tallow, 13,000 shin bones.

French brig D'Assas, 240 tons, P. Giron, for Havre, despatched by De Lisle, Brothers & Co., with 7732 dry ox and cow hides, 2700 salted do. do., 130 lining hides, 98 boxes tallow, 40 pipes grease, 2 bales feathers, 6000 horns, 37,000 bones.

American barque Francis Partridge, 267 tons, E. Broughton, for Buceo and Baltimore, despatched by Zimmermann, Frazier & Co., with 1200 salted ox and cow hides, 10,114 dry do. do., 7 bales horse hair.

British barque Minstrel, 280 tons, Richard Kell, for Plymouth, despatched by Hughes Brothers, with 8747 salted ox and cow hides, 5000 bones, 106½ pipes tallow.

National brig Doña Carolina, 210 tons, Frederic Kelly, for Antwerp, despatched by Bunge, Bornefeld & Co., with 162 bales wool, 1 do. hair, 2000 salted ox and cow hides, 60 dry do. do., 500 horns, 109 pipes, 31 half pipes and 227 boxes tallow.

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

April 26.—*Wind S. S. W., at* 0. 30 *p. m. changed to N.E.*

Sailed, Brazilian brig Belizario, 232 tons, Manuel dos Santos, for Parnaguá, in ballast, despatched by Antonio Marquez Sousa.

Sardinian brig Hidra, 139 tons, Juan Bautista Antola, for Genoa, despatched by Jacinto Caprile, with 4051 salted ox and cow hides, 49 dry do. do., 15,300 horns, 2 bales wool, 437 salted horse hides, 2223 dry do. do.

French brig Phœnix, 150 tons, Fouchard, for Havre, despatched by Louis Chapeaurouge & Co.. with 2294 salted ox and cow hides, 2752 dry do do, 91 bales wool, 12 do hair, 2 do samples, 1 tiger skin, 11 tons bones and ox hoofs.

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

The following are the manifests of the undermentioned vessels—

"Union"—1,312 barrels and 110 half do. sugar.

"Atahualpa"—2,500 alqueires fariña, 5 dozens cedar planks, 8 do. boards.

"California"—613 tercios and 604 half do. yerba, 164 bags rice, 21 barrels coffee, 8 dozens boards, 20 do. spars, 16 plants, 50 casks bananas, 3000 pieces firewood.

"Falmouth" 127 barrels & 15 half barrels salt beef, 51 barrels and 10 half barrels salt pork, 780 doubloons, 50 tons stone.

"Valentina" 10 pipes Spanish brandy, 12 barrels molasses, 390 do sugar, 200 bags rice, 150 do fariña, 205 rolls tobacco, 50 boxes cheese, 60 barrels cod fish, 160 do. wine, 20 boxes preserves.

"Pachetto Felice" 60 pipes wine 10. do brandy, 40 casks and 250 boxes oil, 32 bags chesnuts, 35 do. garbanzos, 99 do. and 17 packages rice, 25 do shelled almonds, 5 do. lavender, 15 do. canary seed, 300 boxes and 35 baskets vermicelli, 82 bales white paper, 436 do. wrapping do., 63 bales assorted cord, 15 barrels linseed, 1 box hats, 1 do. saffron, 2 do. dates, 46 oars, a quantity of oakum, potatoes and bricks.

The Oriental brig San Pio, Bremen brig Courrier, Sardinian schooner Diana, and Prussian brig Grafin von Bismark are now under the National flag; the three first preserve the same names, the latter is now called the Doña Carolina. The Diana is now employed in the coasting trade.

The Sardinian brig La Citta di Milano having been condemned as not seaworthy, will shortly be broken up. She has consequently been erased from our list of vessels in port.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	67
Sunday	62
Monday	62
Tuesday	62
Wednesday	62
Thursday	65
Friday	65

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 26th inst.

National	6
British	30
American	4
French	8
Spanish	8
Sardinian	11
Brazilian	5
Lubeck	2
Prussian	5
Bremen	2
Norwegian	1
Belgian	1
Dutch	1
Hamburg	5
Danish	5
Tuscan	1
Neapolitan	1
Holstein	1
	97

Advertisements.

Shipping List
OF
John Higginbothom,

Licensed Ship Broker,

For London,

British brig "UNITED," 200 tons, J. P. Renouf, commander, has engaged her entire cargo, and has only room for a couple of cabin passengers who can be accommodated in a first-rate style.

Consignees Messrs. Egg, Krutisch & Co.

British brig "OTTOWA," 250 tons, Urguhart, commander, belongs to Glasgow, A.1. at Lloyds, and only two years old, has positively engaged a large portion of her cargo which is now going on board, Tallow in boxes and Salted hides can still be received on freight.

Consignees Messrs. De Lisle Brothers & Co.

FOR LIVERPOOL.

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 few bales, 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 vessels in the trade, is now loading in the inner roads and will be despatched within thirty days.

Consignees Messrs. De Lisle, Brothers & Co.

British barque "RICHMOND," 351 tons, H. Grayson, commander, has only room for 2000 salted hides which can be received on board immediately. This vessel is well known as being one of the fastest and finest in the trade and can be highly recommended to shippers and passengers, having most superior accommodations.

Consignees Messrs. Bradshaw, Wanklyn & Jordan.

FOR
Cork or Falmouth.

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

Consignees Messrs. De Lisle, Brothers & Co.

British brigantine ZANTE PACKET, T. Fudge, commander, only 192 tons register, built in Southampton, classed at Lloyd's A.1. for 12 years, well known in the Mediterranean as one of the finest and fastest vessels in the trade, has all her cargo contracted for, and only room for passengers, her accommodation for same, is in every respect most superior.

Consignee Samuel Hesse, Esq.

British brig "LUCY" 211 tons, R. Wright, commander, is chartered and will sail in the course of two months, has most superior accommodations for passengers.

Consignees Messrs. De Lisle Brothers & Co.

British brigantine "LIGHT OF THE HAREM" 175 tons, Royal, commander, is loading fast, and having all her cargo contracted for will have quick despatch, this vessel is a most superior little craft, and in every respect a most desireable conveyance for passengers.

Consignees Messrs. Philips, Tomkinson & Co.

British brig "AGILE," 156 tons, J. Small, commander, A. 1. at Lloyd's, and built at Ipswich, a most superior little vessel, and very recommendable for passengers, will be despatched within 5 or 6 days.

Consignees Messrs A. C. Santamaria, Llambi & Cambaceres.

British brig "JANE," 201 tons, George Sargent, commander, can accommodate passengers, and is chartered to sail for England in the course of two months.

Consignees Messrs. Duguid, Barton & Co.

Argentine brig "GENERAL BELGRANO," 302 tons, J. Garrido, commander, has engaged all her cargo, and can accommodate two or three passengers in the cabin in a most superior manner.

Consignees Messrs. A. C. Santamaria, Llambi & Cambaceres.

For Havre de Grace.

French barque "ERNEST," 240 tons, Bougot, Commander, has all her cargo contracted for, she is warranted to have quick despatch, her accommodations for passengers are very superior.

Consignees Messrs. E. Ochoa & Co.

French barque "CAMOENS," 245 tons, Drouaux, commander, has all her cargo engaged, and will have quick despatch. This vessel is one of the packets of the line, and being well known as one of the most favourite vessels in the trade, is a most superior opportunity for passengers.

Consignees Messrs. J. Llavallol & Sons.

For New York.

British schooner "SPIRIT," 163 tons, Pinges, commander. Is acknowledged to be one of the fastest British merchant vessels afloat, has accommodations for two cabin passengers, and is chartered to be despatched from the River Salado within 40 days from this day.

Consignees Messrs. Nuttall & Co.

For California.

British brig "CATHERINE EWAN," 232 tons, G. Dow, commander, A.1. at Lloyd's, and a most superior fast sailing vessel, for two or three passengers, this opportunity is most recommendable application must be made immediately.

Censignee G. Dowse, Esq.

For Freight or Charter.

British barque "MARY MILLER," 280 tons, J. Hunter, commander, a regular trader and well known as a fast vessel, and having always delivered her cargoes in good order, is in every respect a very desirable opportunity, was built in Hull and stands A. I. at Lloyd's.

Consignees Messrs. J. Galt Smith & Co.

French barque "CORIOLAN," 219 tons, Lamand, commander. Has already engaged a large portion of her cargo, and being a first-rate opportunity, will have immediate despatch, her accommodations for passengers are most superior.

Consignees Messrs. Blaise Déspouy.

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 Marseilles and Genoa.

Sardinian barque "Baron Paganini," 306 tons, Piconbi Commander, has a large portion of her cargo engaged and will have quick despatch.

Consignees Messrs. Llavallol & Sons.

For Marseilles.

French brig "Felicité," 121 tons, Viellarde, Commander. Has a Considerable portion of her cargo engaged and on board, has still room for a few tons of Dry hides and bales, and being a very small carrier is warranted to have quick despatch.

Consignees Messrs. Egg, Krutisch & Co.

For Antwerp.

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 & Sons.

For Valparaiso.

Belgian barque "AMBIORIX," 268 tons, Chas. de Boninge, commander. This fine vessel will have quick despatch, and has first-rate accommodations for Passengers.

Consignees Messrs. Freyer Brothers.

For Havana,

Danish brig "DELPHIN," 180 tons, B. P. Juhl, commander. Will have quick despatch, and has superior accommodations for passengers.

Consignees Messrs. Treussein & Co.

All the foregoing 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. 30, Calle Reconquista.

April 19, 1850.

Temperance Reading Room.

The Subscribers to the above are hereby informed that of the periodicals and papers lately ordered from England the following have already been received, viz :—Mechanic's Magazine, Blackwood's do., Liverpool Albion, Leeds Mercury, Punch.

SHIPPING LIST.

For London,

The A. 1. British schooner "VOLO," 173 tons, Capt. W. G. Rendell, having engaged a part of her cargo will have quick despatch.—Consignees Mess. Nicholson, Green & Co.

For New York,

The A.1. Holstein brig "DOROTHEA," of 200 tons register, capt. H. N. Dewitz, can still take a small amount of cargo on freight, and has first rate accommodations for passengers.

Consignees Messrs. Freyer Brothers.

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

For Rio Janeiro.

The A. I. Hamburg brig AUGUST & JULIUS, of 160 tons, Capt. C. H. Fetterlein, has the greatest part of cargo engaged, and can still admit on freight, also, has good accommodations for passengers. Consignees Messrs. Freycr Brothers.

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.

The A. 1. Dutch brig WITTE LEEUW, 172 tons, Capt. J. F. Brandt, having a considerable part of her cargo engaged, can still receive on freight—

Consignees Messrs. D. Calvo & Sons.

FOR HAMBURG.

The superior A. 1. Bremen brig PHŒNIX. 210 tons, Capt. Diercks, has a considerable part of her cargo engaged and can still take—Consignees Messrs. Visser, Deetjen & Hughes.

For San Francisco,

Calling at Valparaiso.

The A. 1. National brig VUELTA DE OBLIGADO, 250 tons, Capt. H. Paulsen, will be dispatched in all the coming month, and can admit a small portion of cargo—has excellent accommodations for passengers with the best treatment.

For the above, apply to

Richard Sutton, Jun.
Ship Broker,
No. 14 Calle La Reconquista.

For London.

—Passengers only—

The splendid, new, and remarkably fast sailing, Liverpool clipper-built brigantine

BALKAN,

per register 192 tons,
Charles T. Sloman, master.

Has all her cargo engaged, and the last of it about shipping, and will leave within a very few days.

Her accommodations for Passengers are not to be surpassed by those of any vessel in port, and she offers a most eligible conveyance.

For terms apply to Capt. Sloman, to the Consignees Messrs. Barber & Orr, or to

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

April 25, 1850.

For Liverpool.

The known A. 1. British built brig

Plata,

pr. Register 248 tons,
Richard Bird Pringle, Master

Has all her heavy freight engaged and shipping and has now only room for a few tons of bales or other light freight.

The "Plata" has superior accommodations for Passengers, and offers an eligible opportunity for those desirous of proceeding to Great Britain.

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

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

April 19, 1850.

For Antwerp.

The superior, new, coppered and copper-fastened A. 1. Neapolitan brig

"Italia,"

burthen 261 tons,
A. Castellano, master.

Is a splendid new vessel, built ef the very best materials, and now on her first voyage, being a very swift sailer.

Has only room for a small proportion of her cargo, in dry hides or bales, which if shipped quickly so as to abbreviate her stay here, will be taken on moderate terms.

Passengers will find this an excellent opportunity.

For terms of freight or passage, apply to the Consignees Messrs. Corti, Francischelli & Co., or to

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

April 25, 1850.

For Liverpool,

The well known, fast-sailing, regular trading British brig

Wilton Wood,

A. 1. at Lloyd's,
Matthew Russell, Commander,

Has still room for salted hides and light freight.

She will meet with quick despatch, the greater part of her cargo being already engaged. She possesses every advantage for passengera, and can accommodate a certain number in the steerage if application be made immediately.

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

Ruperto de la Concha,
Licensed Ship Broker.

No. 15½ Calle Reconquista.

For Sale,

About 2000 young trees of rapid growth, proper for forming a monte, though only of 3 years standing, several are fit for corral posts. Apply at 140 Perú.

Removal.

The undersigned respectfully informs his customers that he has Removed his Boot and Shoe Manufactory from the corner of Calle la Piedad, No. 42, to the new building of Mr. Thomas Armstrong, in the same street in front of Nos. 50 and 52, a store with two doors, without number, where he will be happy to receive his old customers, and any new ones who may please to favour him with their orders, warranting them that his work shall be made of the best materials and workmanship.

M. PARKER.

P.S.—Take particular notice—from the old corner going towards San Miguel, one quarter of the square on the right hand side in front of Nos. 50 & 52, where he has on hand Boots and Shoes of all descriptions ; those who prefer pegged work will always find ready-manufactured by himself ; an excellent assortment of the above articles at reduced prices.

Wanted a Gardener,

To take charge of a Quinta in the vicinity of the city ; he must be well acquainted with pruning grape vines and the care of fruit trees. None but married men need apply.

Calle San Martin (formerly Catedral) No. 53.
Buenos Ayres, April 20, 1850.

Notice to the Public.

For Sale, by private contract, the Stables, Horses, Saddles, Bridles and mark, the property of Mr. Wm. Kelly, the present occupier. For further particulars apply on the premises, No. 120 Calle Mayo.

Buenos Ayres, April 18, 1850.

Furnished Rooms and Board.

ATLANTIC HOTEL.

No. 26 Calle Tucuman.

Single Gentlemen, or Gentlemen and their families, can be well accommodated at this large commodious Hotel; for convenience and comfort no other Hotel in this city or province of Buenos Ayres is its equal.

Situated North, from the principal landing place about 500 yards.

Wanted,

A female COOK. Apply at No. 59 Calle Mayo.

FOR HAMBURG,

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

"Melitta,"

per register 159 tons,
Capt. P. B. Moller.

Is a very small carrier and sails remarkably fast. Has engaged and shipping nearly all her cargo, and will be despatched immediately.

She can still take on freight about 2000 dry hides or equivalent in bales, and has excellent accommodations for passengers.

For terms of freight or passage, apply to the Consignees Messrs. Freyer Brothers, or to

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

April 5, 1850.

FOR ANTWERP,

The well-known, fast sailing, and superior first class, coppered and copper fastened Argentine brig

"Narcisa,"

236 tons register,
Capt. Andrew Martin,

Has only room for a small part of her cargo on freight, and will have quick despatch.

For freight of a few salted hides, and about the equivalent to 3000 dry hides, in these or in bales—as well as for passage, her accommodations being excellent apply to the Consignees Messrs. G. Rick & Co, or to

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

April 5, 1850.

The undersigned beg to give notice that their business in this city will henceforward be carried on under the firm of Duguid, Barton & Co.

Thomas Duguid & Co.

Buenos Ayres, April 7, 1850.

Thomas Tucker,

Tailor,

Calle de la Reconquista, No. 10½.

Respectfully informs his friends and the public in general that he has removed his establishment from Calle Mayo to the above, where he hopes by strict attention to business, to merit a continuation of their favours, having on hand a new and select assortment of Cloths of all shades, French and English Cassimeres of the most fashionable patterns and the very best quality, Cashmeres, Velvets, plain and figured, Satin waistcoating of the latest patterns, which he respectfully offers to the public to make up on the most reasonable terms, guaranteeing a good fit, good material and good workmanship.

Outfitting and Tailoring Establishment,

Next door to the Argentine Theatre, No. 21 Calle de la Merced.

Having secured the assistance of a first-rate cutter, and one who is acquainted with every branch of the business, there will be no pains or expense spared by Mr. GIBSON to give perfect satisfaction to all who may favour him with their patronage.

Just received and constantly on hand an elegant and superior assortment of French cloths, consisting of superfine Broadcloths, Casimeres, Satinets, Vestings, &c., &c.: Hats, Caps, Gloves and Handkerchiefs, Shirts of various qualities, Linen, Cotton and Woollen of all sizes, &c., as cheap as any in Buenos Ayres.

Dress Coats of the finest French Cloth	$350 to 380
Top Coats of the best Beaver	250 » 280
Superfine Casimere Vests	30 » 50
French Casimere Pants	60 » 120
Do. Cloth »	50 » 100
Pilot » »	40 » 70

The above are selling cheaper than can be had in this city ; and those wishing to provide themselves with a good fit out for the Winter would do well to improve the present opportunity, as it is one that will not probably offer for a long time to come.

N.B.—Ladies' Riding Habits made after the most approved and fashionable style of the best of French Merinos, and at the lowest prices.

All who may be in want of the above articles are respectfully invited to call and examine for themselves.

Advertisement.

Wanted, by a young Englishman, who can give most respectable references, a situation either in a Mercantile House or Baracca. Address J. G. at No. 59 Calle Mayo.

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.

Situation Wanted.

A young man who would make himself generally useful wishes to obtain employment as clerk in a barraca, lumber yard, or any place where active employment would be required. Good references as to character may be given. Apply at No, 59 Calle Mayo.

Forster's

Patent Water Filters.

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

For Sale,

A complete collection of this country's public papers, and a great number of other importan documents connected with the history of men and things in the country ; commencing from the year 1806 to the present epoch. Apply at 190 Calle Mayo.

To Captains of Vessels.

On Sale, 25 Barrels of prime Salted Beef, ready for immediate shipment, and in excellent condition, Apply at No. 49 Market Place.

For Sale.

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

Mr. John Goldsworthy,

If he will apply at No. 93, Calle de Lima, will receive two Letters from England, stated to be of great importance.

April 10, 1850.

Port Wine.

Connoisseurs of Port Wine will do well to make a purchase of some of the most superior wine offered for sale in this city, imported in the year 1840. Its excellent qualities, high flavour &c. can well be recommended to patients, indeed to any gentleman requiring so delicious a wine.

At P. Fleming's Naval Store, No. 28, Calle Julio, (formerly Alameda.)

EXPORTS.

FEATHERS.—Duty, 4 per cent.				
Ostrich, long black	lb	7	á	8
» white	do	—	á	—
HAIR.—Duty, 4 per cent.				
Horse, short	arroba	38	á	40
» mixed	do	44	á	50
» long 18 to 24 inches	do	100	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	50
For Spain, per 35 lbs		46	á	47
» North America, per do		45	á	46
Of all stake	per do	40	á	46
Salted ox, 60 lbs. av, per 60 lbs.		40	á	41
Do. » 63 lbs. and above	do.	43	á	45
» cow 45 to 48 lbs. average	do.			
» » 50 lbs. and above	do.	35	á	36
Horse, salted, each		—	á	8 ½rs.sil.
» dry	do	12	á	13
HORNS—Duty, 4 per cent.				
Ox	thousand	800	á	850
Cow	do	200	á	250
JERKED Beef—Duty, 4 p. ct. qql.		—	á	—
SKINS—Duty, calf 1 dol. each } slunk calf ½ 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	4½.	á	5
Sheep, washed, fine and ordinary	dozen	38	á	40
Do. dirty	do	28	á	38
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw	arroba	19	á	20
Do. melted, 1st class,	do.	29	á	30
Do. pure, 2nd class,	do.	24	á	25
Grease and tallow	do.	22½	á	23
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		25½	á	26 rs.sil.
Do. dirty				

MONEY MARKET.

EXCHANGE, England, in currency, 3 7-32d. per dol.
Do. do. in specie 70s. á 71s. per oz.
Do. France, do. do. 87½ á 88f. per oz.
" Montevideo, ½ á 1 per cent. prem.
" Rio Janeiro, 2 á 2½ do.
" United States 6 per cent. discount.

The highest rate of Exchange upon England during the week, 71s. per ounce, cash.

The lowest, 68s. 6d. 90 days credit.

STOCK—Six per cent. } No transactions.
" Four per cent. }

BULLION—Spanish doubloons.... 261½ á 262½
" Patriot doubloons .... 259 á 259½
" Do. Dollars ...... 16¾ á 17
" Spanish do. & Patacones 17¼ á 17½
" Plata Macuquina..... – á 14½

The highest price of Spanish doubloons during the week 262½

The lowest 260

The highest price of Patriot doubloons during the week 259½

The lowest 256½

Permits for shipping specie, prem. per cent. á 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	30s. p. 2240 lbs.	In box. 30s. In pipes 30s. } per 2240 lbs.	Wool 22s. 6d. 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.	25á30s.p.2240 lbs	none	30s. p. 40 ft	nominal.
Spain	$24 per 2000 lbs.		none		
United States	$10 p. 2000 lbs.	$5 per 2000 lb.	none	$4 per 40 feet.	
Rio Janeiro	none	none	none	none	3 rls. p. 100 nomina
Havana	none	none	none	none	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.