



BRITISH CONSUL

AN

LARGE TYPE

(No. 1236.)

BUENOS AYRES, SATURDAY, MAY 11, 1850.

[Established in 1825.]

BUENOS AYRES.

Nothing has yet transpired in regard to the pending negotiations. It is very probable that the arrival at Montevideo of the expeditionary force from France, however small, may have required some preliminary explanations, inasmuch as at first view it materially alters the *status quo*.

It was the boast of a great political celebrity who figured not long since, that he could drive a coach and six through any act of parliament ever framed. Now, we have no pretensions to any great amount of legal perspicacity, and, though we regard the late act "for facilitating the marriage of British subjects resident in foreign countries" as a loose enough piece of legislation, we are not so vain as to attempt the feat alluded to. We hold that the act was never intended to apply to British subjects circumstantially, and, moreover, that there is nothing in it of a compulsory nature. From the preamble and the whole context of the act it appears to us clear that the object of the framers was to afford facilities for the marriage of Her Majesty's Protestant subjects resident abroad at places where there are no authorized clergymen to officiate; and, consequently, that it is altogether inapplicable in a country where there are two church establishments, supported in part by H. M.'s government, and where two duly authorized clergymen constantly reside, the one receiving his appointment from the Bishop of London and the other from the General Assembly of the Kirk of Scotland. To prefer, besides, the consulate to the church, and subordinate the clerical dignity to the consular authority for the solemnization of marriage appears to us a slight to religion and its ministers that was never contemplated by a British Parliament even in these days of indifference. But, as it is no where declared that a marriage entered into abroad between British subjects, in order to be held valid at home, must be solemnized under its provisions. On the contrary it is expressly 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." So that, in our opinion, it is perfectly optional with parties to have or not their marriages solemnized in accordance with the provisions of the act, and that marriages solemnized as heretofore are equally valid in law in England; for if—when we presume nobody will undertake to deny—marriages solemnized here between British subjects, previously to the passage of the act, according to the regulations of the country, by Mr. Faulkner, Dr. Brown, or Mr. Falhey, held good at home, there is nothing in said act which in anywise impairs or affects their validity in future.

Such is our view, and if it is not correct, then we must say that the title of the act is a misnomer, for instead of *facilitating* the marriage of Her Majesty's subjects in this country, it throws great difficulties in the way by causing an increase of trouble and expense in manifest opposition to the avowed end, and we have no doubt, real object of the legislators.

Our files of London papers come down to the 4th of March. In England there was nothing politically new. France remained quiet, thanks to the creation of four large military divisions which had dealt a death-blow to the plans of insurrectionary organization in the provinces. Peace was entertained that the Swiss question might lead to a general war. Prussia had put her army on a war footing, and France in consequence had augmented her forces on the frontier. Nevertheless, the ministerial press in Paris positively asserted that there was no reason to apprehend a rupture. Russia had protested against the proceedings of the English government at Athens. In the meantime, the British agents, on receiving intelligence of the acceptance of the good offices of France, had suspended the coercive measures to which they had had recourse. It is stated that the amity between Prussia and Denmark had been prolonged. The King of the latter country was seriously indisposed, and as the succession to the crown was yet unsettled, the maintenance of public tranquillity depended in a great measure on his recovery. The return of the Pope to his capital had been postponed.

The accounts of the ravages of the yellow fever in Brazil brought by H. M.'s packet *Kerstel* are somewhat more satisfactory. Heavy rains had fallen at Rio Janeiro between the 7th and 10th of April which far from undermining the disease had increased its violence. Nevertheless from the 16th to the 19th, the date of our last accounts, the number of daily cases had sensibly diminished, particularly in the central parts of the city though it was still raging forcibly in the suburbs. Its attacks, which in the beginning were of a mild character, had entirely become more violent. Upwards of 8000 persons are stated to have fallen victims to the disease at Rio, the Secretary of the United States Legation, and an *Attache* acting Secretary to the French Legation amongst the number. Many persons are said to have died at Rio not from an actual attack of the disease but from the panic which its effects had generally inspired.

At Parana and Pernambuco its ravages were on the decline; 2800 persons are stated to have died in the latter city.

BUENOS AYRES.

On our first page we publish the copy of a letter from the Rev. Mr. Falhey to the Editor of the *British Flag* English newspaper published in the city of Buenos Ayres. The writer bears ample testimony to the great utility with which the *Flag* is to the country, even in the affairs of the Republic of which that city is the capital. During the period he has been at the head of the Government, all the material interests of the country have been carefully attended to—the value of property in and about the city has doubled—the home debt has been extinguished—the public credit has been established—interests have made great strides. We have now before us a list of the shipping in the port, and they comprise one hundred and fifty merchant vessels of all nations—one-third of which are British. Moreover, the country, once so revolutionary and disturbed, has become one of the quietest and most interesting, whose ancient and paternal government of General Rosas.

We would direct the attention of such of our friends as propose having letters to the government and rising Republic. It possesses many advantages which are not to be enjoyed in any other country, and several other countries to which hundreds are daily departing. Employment of all kinds can be obtained in the country, and the wages, while provisions are exceedingly cheap—the best beef, for instance, seldom exceeding more than six farthings per pound, and clothing much on the same terms as here. (*King's County Chronicle*, Feb. 27.)

HOUSE OF LORDS, FRIDAY, FEB. 22.

The Earl of HARROWBY, who was heard most indignantly during the whole of the observations, commenced by reminding the house that during the session of Parliament he had put several questions to the noble marquis opposite on the subject of our relations with the Government of Buenos Ayres, and that the noble marquis had then assured him that at that moment he (Lord Lansdowne) was in the course of completion, by which peace would be restored to the waters of the Rio Plata. The noble marquis, however at that time, had refused to lay before the house the papers explanatory of the state in which the negotiation then was, on the ground that it was necessary to consult with France in the subject of items and that, as the President of the Republic was then absent from Paris, his concurrence in those negotiations could not be immediately obtained. Six or seven months had since elapsed, and it was therefore thought that there could be no difficulty in giving the house the information which he required. As far as official information went, the house and the country were left in complete darkness as to what passed. The subject, however, had attracted attention in the deliberative body of France, and it appeared from the discussion which had then taken place upon it that there had been an omission in the arrangement made between the Government of the country and that of Buenos Ayres to make any provision for the protection of the life and property of foreigners engaged within the waters of the Plata. This had constituted great anxiety in the minds of the parties concerned in the trade on that river, and why the noble marquis (Harrowby) wished to be assured on that point. Moreover, it was supposed that the noble marquis, even if he were not provided for by the treaty on the table in the form in which it was finally settled, whether he asked whether he formerly announced had been carried out in any manner. The noble marquis, however, stated that the arrangement of Mr. Hood would be the basis upon which the treaty now in the hands of the Earl of Harrowby, therefore wished to ask the noble marquis directly whether the treaty had been actually signed on those terms. The noble marquis replied that the negotiation were entered into with the Government of Buenos Ayres, and were first commenced under the auspices of the noble lord, but that the preservation of the independence of Montevideo should be the point principally kept in view. It was stated in the instructions given by his noble friend (the Earl of Aberdeen) to the Earl of Harrowby, that the point to be presented to the mediating parties, in the preservation of the independence of Montevideo. To that the Earl of England, France, and Brazil is respectively pledged, and it is one upon which no compromise can be admitted. He hoped that Her Majesty's Government had not anticipated that they were fully sensible that the recognition of the independence of Montevideo would be so long as General Rosas remained in the chief support of General Oribe's cause, whether that support was to be limited to the assistance which he was to give by the aid of money or other influences. The first proposals made by the joint Plenipotentiaries of France and England in General Rosas was, that the Argentine troops should be withdrawn from the Argentine Republic, and that in obtaining an immediate suspension of hostilities between the Oriental forces in the city of Montevideo and those in the country. Whether that proposition was carried out in the treaty. The second proposition was that the Argentine having been established, the plenipotentiaries of England and France would claim that the Argentine troops in Montevideo the immediate disarmament of the Foreign Legion and other foreign troops sent and forming the garrison of the city of Montevideo, who were to be in arms in other parts of the Oriental Republic; that the third claim was that the Argentine troops should simultaneously with the accession of the preceding condition, cause the whole of the Argentine troops, officers and soldiers, to be withdrawn from the Argentine Republic, and that the Argentine proposition was that, after the disarmament of the foreign troops in Montevideo should have been effected, the Argentine forces should be evacuated from the Oriental territory, a new election for the Presidency of the Oriental state should be held, according to the form prescribed by the constitution. The second proposition was that the plenipotentiaries from any side whether General Oribe was previously to declare that he would accept the result. To wind up the work he proposed that the Argentine army was to be declared, with full security for life and property, and obliged to leave the country, and that the troops were to be respected, and their lawful claims, of which they were to be satisfied, were to be satisfied. To ask the noble marquis opposite whether these were the terms which he had actually recently concluded, and what were they fully kept. He was instantly contradicted. He entertained a confident hope that the Government would not overtake these principles.

The Marquis of LANSDOWNE was sorry that he was not in the power to lay this treaty on the table until it had received the ratification of General Rosas. The treaty was signed on the 21st of the current month—on the 24th of last November; but as the ratification of it had not been received from the Government of Buenos Ayres. He had informally stated that the treaty was not concluded on the Hood basis; but with regard to some of the other points which his noble friend had mentioned, he would only say that he was not in a position to say not with General Rosas, but with General Oribe. The withdrawal of all Argentine troops from Montevideo was provided for in the treaty. Some delay had occurred in sending the treaty for ratification to

Buenos Ayres, in the hope that the French Government, which was party to the original engagement, would have also acceded to it; but the efforts of the British Government had not been altogether successful, so France would not accede to that treaty, except under modification. We believe that this was the substance of the first part of the noble marquis's speech. The latter part was entirely inaudible in the gallery; not even a syllable of it reached us.

After the exchange of a few sentences between Lord Edisbury and the Earl of Harrowby, which were likewise inaudible.

The Earl of ABERDEEN rose and said that he was now understood, from the speech of the noble marquis, that the treaty which was signed but not ratified was contracted only with General Rosas, and not with General Oribe. Consequently the Oriental Republic was left in exactly the same situation in which it was before the treaty was concluded. He gave it as his decided opinion that, whatever might have taken place with General Rosas, if the independence and security of the Oriental Republic was not provided for, we had done nothing. From General Rosas we had nothing to ask but that independence, and if he withdrew his troops from the territory of that state, and left the Oriental Republic in the hands of General Oribe, we had no further to do with him. He was at a loss to know what the nature of this treaty could be. Last year, when the noble marquis said that the treaty was to be on the basis of Mr. Hood's propositions, which were sent out in 1846 by the English and French Governments conjointly, although with some modifications, (the Earl of Aberdeen) had said, "I have no objection to agree to those modifications of that basis, provided that they are in accordance with the interests of the Oriental Republic, and that they are not such as to destroy the whole substance of the convention." If there had been the omission of any provision for the independence of the Oriental Republic, that was not a modification but a destruction of the whole arrangement to which he had alluded, and he had assented. He thought it was a mistake and a misfortune that the Government of England had separated itself from the Government of France in the conduct of these negotiations. You had France bound by the convention not to acquire for herself any privilege, either political or commercial, which was not shared by the released France from that engagement, and by concluding your treaty separately you have released her from the convention, and have left her at full liberty to consult her own interests and her own advantages. He held in his hand a copy of the convention, and he was supported by a special committee to the deliberative assembly of France upon the treaty of Admiral Leprieux. That treaty was not accepted either by the French Government or by the French Assembly, but was rejected by both almost unanimously. He submitted the following as the reason for the conclusion to these negotiations. The two powers are now acting separately, and England has no right and has no intention to complain of the conduct of France, but he concluded her own treaty without informing us, and has thereby restored to us our freedom of action in a most important question, and such ceremony (*un pas brusquement et sans ceremonie*). Each of the two Governments would be bound to consult with its own interests exclusively, without either of them having a right to complain of the other. The treaty was signed on the 21st of the current month, and he had been made of 1500 men to garrison Montevideo—a force not sufficient to carry on war against Buenos Ayres, quite sufficient to garrison that fortified town. The French Government had done well in the interest of France, and he was heartily glad that the Government of Buenos Ayres had French troops in Montevideo, should, like a prudent man, return to his senses and think it more to agree to reasonable terms, it was possible that the French Government had been required. If they should not be able to conclude such a treaty, in that case it was probable that the French Government would follow the example of 1500 men by a force of a more formidable description, which would compel compliance with their terms. He thought that this would be an unfortunant and a most unfortunate step, and he much better had we retained our concert with the French Government and continued to act together. He would not say that the French Government had been drawn up in concert with the French Government, for then they could not have complained of our uncon-

MERCHANT VESSELS

FROM SEA TO THE PORTS OF CALIFORNIA ON THURSDAY NEXT.
For arrivals and sailings of Friday see *Marine List*.

Date of arrival.	Vessels and Captains Names.	Captains.	Destinations.
NATIONAL.			
Feb. 20	Brig Guillermo, Christian F. Wagners	217	Valpara, Desgen & Hughes
20	Brig Victoria, Manuel Gonzalez	218	Greek Rio del
20	Brig Vera de Aro, Don Juan Garza	219	San Pedro, California
20	Brig General, Manuel Juan Garza	220	San Pedro, California
20	Brig Monte, J. N. Niquien	221	San Francisco, England
GULFISH.			
March 2	Schiffel's Zana Packet	174	San Francisco, England
2	Brig William Taylor, W. Good	175	James C. Thompson
2	Brig Plaza, Herbert Hill	176	Brisson & Co.
2	Brig Express Light of the Ocean, Royana	177	Phillips, Tomkinson and Co.
4	Brig Uaged, J. P. Remol	178	English, California
4	Brig Chas. George, George Daw	179	George Day & Co.
4	Brig Wilson Wood, Matthew Rowland	180	John West & Brothers
4	Brig Chas. George, George Daw	181	Charles R. Harris
4	Brig Adams, Urquhart	182	Do. do.
4	Brig Apple, J. Small	183	Do. do.
4	Brig Jackson, Harlan Grayson	184	Do. do.
4	Brig Chas. George, George Daw	185	Do. do.
4	Brig Choisy, Abraham Ogilby	186	Do. do.
4	Brig Legation, James F. Rowlett	187	Do. do.
4	Brig Schenker, John Fennell	188	Do. do.
4	Brig Besant, Wm. F. Peltier	189	Do. do.
4	Brig Lewis, Wm. F. Peltier	190	Do. do.
4	Brig Lewy, John W. Hoger	191	Do. do.
4	Brig Jones, J. P. Remol	192	Do. do.
4	Brig Jones, J. P. Remol	193	Do. do.
4	Brig Shaw, John W. Hoger	194	Do. do.
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French brig **Hansi & Louise**, 193 tons, Paul Gautier, for Marcellites & Cotte, despatched by Teaseros-Vallat, with 4388 salted ox and cow hides, 2353 dry do. do. do., 65 bales and 40 arroces wool, 78 bales above skins, 5 bales and 41 arroces hair, 10 lining hides, 6 barrels tallow.

May 9, Wind N., at 3 p. m. changed to S. E.

Arrived, National schooner Luis, 131 tons, Munuera, from Buena Vista, to Ocampo & Risso, with 400 fangea line.

Passengers 3.

Sailed, British brig **My Miller**, 390 tons, James Hunter, for Buenos despatched by John Galt Smith & Co., with 6000 fangea salt.

May 10—Wind N., in the afternoon changed to S. E., heavy rain.

Arrived, British brigantine **Mya**, 233 tons, Millard, from Liverpool, 5th March, to Parlane, Marcellites & Cotte.

Sailed, British brig **G. F. D. 352** tons, Lowellyn, for Valparaiso and Callao, despatched by Samuel E. Haly, with 210,004 feet pine lumber, 49,200 shingles.

Passenger—Mr. Fredrick H. Dorr.

British Schooner Queen of the West, 150 tons, S. Ferguson, for Guaymas or Palm Beach, despatched by John Best & Brothers, with 4228 salted ox and cow hides, 860 salted horse do., 112 pipes and 153 boxes tallow, 26,000 shin bones.

Spanish polacre **Dossada**, 180 tons, José Enguer, for Havana, despatched by Llavallón Sons, with 3500 quintals jerked beef, 43 dry ox and cow hides.

The arrivals from foreign ports during the past month have been as follows—Cabo de Verde I, salt; Cabo D, S, salt, I salt and matting, I salt, matting, paper, pepper and olive; and Spanish ports 1 salt olive, &c.; I wine, spirits, other provisions, matting and specie; Havana 1, cigars, sugar and brandy; Brazil 6, 1 sugar, tobacco, merchandise and various; 1 bread, molasses, sugar, rice, farina, tobacco, (Baseman), 1 yeast; rice, coffee, lumber, fruit and frewood; 1 farina and lumber; 1 sugar, tobacco and rice; France 3, 1 spirits, oil, and merchandise, 1 merchandise, ties and cordage, 1 spirits and merchandise; 1 Great Britain, 1 coal, 1 baggages, iron, cordage, hardware and merchandise, 1 coal, iron, hardware, merchandise and various; 1 certificate provisions, merchandise, coal, hardware and iron; Canton 1, merchandise, earthenware, &c.; Hamburg 1, merchandise and various; Genoa 3, 1 provisions, bricks, ties and merchandise, 2 oil, wine, other provisions, paper and merchandise; New York 1, fire crackers, merchandise, shoes, empty casks, lumber and tea; Buco 4, 2 in ballast, 1 lime, &c.; 1 sugar, herring, salmon and specie; Montevideo 2, in ballast, with passengers. War vessels 5.

The sailings during the same period, besides the 53 vessels which have proceeded hence for different ports indicate, and have been as follows in the statement published in our last number have been as follows—British, 6—1 Elmworth, with a cargo of animal guano, 1 Valparaiso, 1 Brazil, 1 East India, 1 Buco, all in ballast. Swedish 1—Brazil in ballast. Hamburg 1—Valparaiso, tallow and provisions. Brazilian 3—1 Brazil, in ballast, 2 Buco, 1 return cargo, 1 foreign produce. Sardinian 3—1 Buco foreign produce, 2 Montevideo, in ballast. Oriental 1—Buco, foreign produce. National 2—1 West India in ballast, 1 Buco, foreign produce. War vessels 5.

Vessels sailed with cargoes of native produce as per statement (1 from Salado included) 53
Do. British, 1 with animal guano 54
Do. laden wholly or in part with foreign produce 6
Do. in ballast 10
War vessels 75

In the statement of Exports of April published in our last number 138 pipes and 896 boxes of tallow were erroneously given as the quantities of that article shipped for France during that month, instead of 139 pipes and 1046 boxes. The total number of boxes of tallow exported in April is therefore 4182 instead of 4052, the total number of pipes given in our last number is correct.

TREMONTIN in the Mirror of the Commercial Rooms—

Saturday	63
Sunday	58
Monday	57
Tuesday	56
Wednesday	56
Thursday	56
Friday	60

BIRTH.

On the 20th ult., the lady of Mr. Christina Bove, of a son.

Merchant Vessels from sea to the Port of Buenos Ayres on the evening of 10th inst.

National	5
British	28
American	8
French	9
Spanish	9
Sardinian	10
Brazilian	1
Lubeck	2
Prussian	3
Bremen	2
Norwegian	1
Belgian	1
Dutch	1
Hamburg	1
Danish	4
Tuscan	1
Brazilian	1
Holstein	1
Swedish	1
	90

Advertisements.

Shipping List
of
John Higginbotham,
Licensed Ship Broker,
for London,
British brig **WUNTED**, 200 tons, J. P. Renard, commander, has engaged her entire cargo, and has room only for a cargo of hides, which she can accommodate in a first-rate style.
Consignees Messrs. Adams & Co.
FOR LIVERPOOL.
British brig **WILLIAM TUCKER**, 165 tons, G. W. Good, commander, A. I. at Lloyds for 2000 salted hides, and is to be despatched within a few days, and is to receive a vessel as any in the port.
Consignees Messrs. De Lisle, Brothers & Co.
British brigantine **WUCHTE**, 177 tons, A. Oger, commander, schooner, at Yarmouth, A. I. at Lloyds for 12 years, and only four years old, and is acknowledged to be one of the most valuable little vessels now completing her cargo, and can accommodate a couple of cables of hides.
Consignees Messrs. De Lisle, Brothers & Co.
British brig **WILLIAM TUCKER**, 165 tons, G. W. Good, commander, has only room for 3000 salted hides which she can receive on board immediately. The 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. Bridgman, Wainwright & Jones.
British brig **JANET**, 183 tons, A. Hunter, Commander, is now loading, and having a considerable portion of her cargo on board and shipping will have quick despatch, this vessel is a small cutter and is in every respect a most advantageous vessel.
Consignees Messrs. J. Best & Brothers.

FOR
Cork or Falmouth.

British brig **PADA**, 343 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. Fodge, commander, only 120 tons register, built in Southampton, built by J. A. Lloyds, and is well known in the Mediterranean as one of the finest and fastest vessels in the trade, and can be highly recommended for passengers, she is 14th inst., and has only room for 5000 salted hides which she can receive on board immediately.
Consignees Messrs. Haly.

British brig **LUCE**, 180 tons, E. Wright, commander, is chartered and will sail in the course of this month, has most superior accommodations for passengers.
Consignees Messrs. De Lisle, Brothers & Co.
British brig **JANE**, 180 tons, George Sargent, and is commander, can accommodate passengers, and is chartered to sail for England in the course of forty days.
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; a most superior accommodation for passengers are most superior.
Consignees Messrs. Haly.

For Hues de Guac.

French brig **COMANENS**, 245 tons. Droux, commander, has all her cargo engaged, and will have quick dispatch. This vessel is one of the packets of the line, and is well known as one of the most valuable vessels in the trade, is a most superior opportunity passenger.
Consignees Messrs. J. Llavallón & Sons.

French brig **COMANENS**, 245 tons, Droux, commander, has all her cargo engaged, and is chartered to sail for Hues de Guac, and is a most superior accommodation for passengers are most superior.
Consignees Messrs. Haly.

For California.

British brig **GENERAL BELGRANO**, 322 tons, G. Dow, commander, A. I. at Lloyds for a most superior fast sailing vessel, for two or three passengers, she will have immediate dispatch, applications must be made immediately.
Consignees G. Down, Esq.

FORHORN VESSELS OF WAR IN PORT.

FRENCH—Barque Astrolabe, 18 guns, Commander Montavel.
Steamer Archimedes, Commander Bugeval.

BRITISH—Brigantine Kent, 3 guns, Lieut. Henry Baker.

For Freight or Charter.

British brig "CINCINNATI" 195 tons, T. Row, Commodore A. I. at Leixide for 15 years, and only 4 years old one of the finest and most reliable craft out of Liverpool. It is every respect a most desirable opportunity for freight or passenger.

For Havanna, Cuba.
Sardinian brig "HARU PAGANO" 236 tons, Ploench Commodore, has a large portion of her cargo engaged and will have quick despatch.

For Havanna, Cuba.
French brig "FELICIA" 211 tons, Vialardo, Commodore. Has a considerable portion of her cargo engaged and will have quick despatch.

For Valparaiso.
Belgian barque "AMHORN" 369 tons, Chas. de Boulogne, commander. This fine vessel will have quick despatch, and has first-rate accommodations for passengers.

For Havana.
Danish brig "DELPHIN" 180 tons, R. F. Juhl, commander. Will have quick despatch, and has superior accommodations for passengers.

For Havana.
All the foregoing vessels are first class and have good accommodations for passengers and are in every respect most desirable conveyances. Further particulars please apply to their respective consignees, &c.

John Higginbotham.
Licensed Ship Broker,
No. 30, Calle Requinista,
May 5, 1850.

Shipping List of Richard Sutton, Jun., Licensed Ship Broker.

For London.
The A. I. British schooner "WOLFO" 173 tons, Capt. W. G. Bradford, having engaged a part of her cargo will have quick despatch.

For GENOA.
The A. I. Sardinian schooner "PACCHETTO BELICE" of 152 tons, Capt. J. B. Vin, engaged the greater part of her cargo and going on freight, can still receive cargo on freight.

For New York, Passengers Only.
The A. I. Prussian barque "ALBATROSS" of 300 tons, Capt. Stowman, will have quick despatch, and has excellent accommodations for passengers.

For New York.
The A. I. Dutch brig "NAUTILUS" of 246 tons, Capt. Steffen, can still admit on freight from 2 to 3000 dry hogs, and will have immediate despatch.

For New York.
The A. I. Holland brig "DOROTHEA" of 300 tons register, Capt. H. N. Dewitz, can still take a small amount of cargo on freight, and has first rate accommodations for passengers.

For Boston.
The very superior A. I. Hamburg barque EUDORA, of 313 tons, Capt. J. B. Hertz, will have immediate despatch, and has first rate accommodations for passengers.

For Rio Janeiro.
The A. I. Hamburg brig AUGUST & JULIUS, of 160 tons, Capt. C. F. Petrolino, has the greatest part of her cargo engaged, and will admit on freight, and has good accommodations for passengers.

For Rio de Janeiro.
The superior A. I. Sardinian brig VALENTINA, 197 tons, Capt. N. Maxens, having engaged the greater part of her cargo, can still receive about 1000 hogs, beef, or equivalent.

For Antwerp.
The A. I. Dutch brig WITTE LEEUW, 173 tons, Capt. J. E. Hendrick, will have immediate despatch, and will receive on freight.

For Hamburg.
The superior A. I. Bremen brig PHOENIX, 310 tons, Capt. Dierckx, has a considerable part of her cargo engaged and can still take—Consignees Messrs. Young, Dreyfus & Haugel.

For San Francisco.
Calling at Valparaiso.
The A. I. Italian brig VUELTA DE OBELGADO, 220 tons, Capt. H. P. Tullant, will be dispatched in all the coming month, and can still admit a small portion of cargo—has excellent accommodations for passengers with first rate treatment.

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

On Sale by Wm. & R. COLTON'S Store, Calle de Ma. No. 46.
Branly's Champagne
Superior quality
White Champagne
Superior quality
White Champagne
Superior quality
White Champagne

Best Cognac Brandy.
Superior quality
White Champagne
Superior quality
White Champagne
Superior quality
White Champagne

For Liverpool.
The superior, new, coppered and copper-fastened
A. I. Neapolitan brig
"Halia",
battlement, 210 tons,
A. Castellano, master.

For Liverpool.
The well known, regular trading British brig
"William Wood",
Matthew Wilson, Commodore.

For Liverpool.
A few sets of the finest French
arrived from China at Wm. & R. Colton's Store,
46 Calle Mayo.

For Liverpool.
A room to let for a single gentleman furnished,
or unfurnished, at Calle de Maysol No. 123.

Removal.
This undersigned respectfully informs his customers
that he has removed his shop and shoe manufactory
from the corner of Calle la Piedad, No. 42,
to the new building of M. Thomas Armatage.

For Sale.
An extensive in the district of the Villa de
San Mateo 10 leagues distant from the city of
Mexico, there is a large tract of land, with about
500 head of horned cattle, 2,500 sheep, mares, &c.

Wanted a Gardener.
To take charge of a Garden in the vicinity of
the city; he must be well acquainted with planting
grape vines and the care of fruit trees.

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An extensive in the district of the Villa de
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FOR HAMBURG.
They very fast sailing, first class, coppered and copper-fastened
"Melitta",
per register 150 tons,
Capt. F. R. Moller.

FOR ANTWERP.
The well known, fast sailing, and superior first class,
coppered and copper-fastened, Argentine brig
"Narcissa",
per register 150 tons,
Capt. Andrew Martin.

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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 in families where no advantage is to be had from the issue of the city consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

For Sale.
A complete assortment of this country's public papers, and a great number of other important documents connected with the history of man, from the earliest times to the present epoch. Apply at 140 Calle Mayo.

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

Port Wine.
An Englishman and his wife wish to obtain situation in an English house as Steward and Cook, in which capacities they have been engaged for several years. Good references can be given. Apply at No. 59, Calle Mayo.

FOR SALE.
Consignees 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 quality, high flavour &c. can well be recommended to patients, invalids, and to gentlemen requiring so delicious a wine.

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FREIGHTS.
Table with columns: Destinations, Dry Hogs, Sated Hogs, Yallow, Hales, Jarred Beef. Lists various shipping routes and rates.