BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1237.) BUENOS AYRES, SATURDAY, MAY 18, 1850. [*Established in* 1826.]

BUENOS AYRES.

That Lord Aberdeen, as one of the originators of the Anglo-French intervention in the River Plate, should feel particularly sore at the upshot of that fatal freak of the *entente cordiale* was natural enough; but we were by no means prepared for such a sorry exhibition of spleen as that made by the noble Earl in the House of Lords on the 22d of February last. Regardless of parliamentary proprieties, he indulged in language which would be hardly pardonable in a demagogue addressing a mob; and with a want of consistency disgraceful to the character of a British statesman he had the hardihood, like M. Thiers in the case of the Mackau treaty, to denounce an arrangement concluded in accordance with his own instructions when in power. The *Daily News* administers a severe and well-merited rebuke to the noble Earl in the subjoined article; and as a further explication of his lordship's bungling policy and double-dealing, our London contemporary might have cited the sending out of Mr. Hood with separate instructions while professing to act in full concert with France—a trick which was productive of the most disastrous consequences.

This is not the moment that a considerate statesman would choose for discussing the question of La Plata. In that question we have found it necessary to pursue a different policy from France. Unfortunately we are now engaged in coercion at Athens, which is not only apart from the French, but distasteful to them. Of all men in parliament Lord Aberdeen should be the last to aggravate the difficulties of one question by the party discussion of the other. The views of the French upon Montevideo are sufficiently plain. M. Thiers, indeed, frankly developed and avowed them. France wants colonies; France wants shipping. In order to be a naval power she must have predominance in some distant quarter of the globe, and South America is the only field unoccupied by the naval powers of Europe. In order to procure this naval might M. Thiers has all along promised, and now proposes, the aim of making Montevideo as independent and as French as possible, and as hostile to the Spanish and Portuguese races all around it. The boldness, inconsiderateness, and absurdity of such a scheme we need not point out. Suffice it to remark, that M. Thiers, in order to increase French power, would place France at variance with all the peninsular races of South America as well as with the United States, which sooner or later would interfere and crush such meddling. England, therefore, had nothing to do but to leave such a scheme to its own impracticability. To have abetted it was against our own interests; to have opposed it were not worth while. For who would quarrel with France for the sake of Montevideo? To have held aloof, like the Americans, was our only rational policy.

That it was the policy of all European governments to abstain from interference, was the opinion of Louis Philippe, of M. Guizot, and of all English statesmen. M. Thiers, however, had made the thing his hobby horse; he forced it down Louis Philippe's throat at one time by a threat of resignation. And he forced it on M. Guizot at another time by the fear of his (M. Thiers's) parliamentary agitation on the subject. M. Guizot preferred meeting Rosas in the field to fighting M. Thiers in the chamber. And when M. Guizot had so resolved, Lord Aberdeen preferred to embark with France in the enterprise, rather than let France go alone. This is the first and universal principle of Lord Aberdeen's policy, to sneak into the good graces of great Powers by affecting cordial sympathy with them, and adopting or feigning to adopt and join in their alliance and their policies merely for the sake of keeping up influence and of having a finger in every pie. Lord Aberdeen joined in the crusade against Rosas, not because he was the enemy of Buenos Ayres, but because he feared the result of France taking up exclusively the patronage of Montevideo. It is impossible to conceive anything more false, more cringing, more lick-spittle or un-English, than the policy with which Lord Aberdeen so dodged Louis Philippe, fawning with one hand, and threatening with the other—one side of his countenance smiling cordially and alliance, the other betraying rivalry and fear.

M. Guizot, in a recent publication, lays it down that all enterprises, the French revolution to wit, fail for want of *faith*. How could he hope the expedition against Rosas to succeed; for surely neither he nor Lord Aberdeen had faith either in Montevideo or in each other? Still, however, we went on. Lord Palmerston could not break through the diplomatic knots and ravelled threads with which France and England were tied together in the question. Not a single English commander or diplomatist went out, however, without instantly seeing that we had really no quarrel with Buenos Ayres, and that France was keeping up her quarrel purely for the realisation of the Thiers scheme. This conviction broke forth from Lord Howden, in the House of Lords on Friday night, as it did from him on board a ship before Montevideo. Neither he nor any intelligent man could stand this humbug any longer; and Mr. Southern has the honour of having frankly and finally put an end to it.

But now Lord Aberdeen comes forth in parliament wringing his hands and lamenting that the sagacious, honourable, and profitable offensive alliance with France in La Plata, which has been in operation with such results for several years, is not to be continued. "You have given France liberty of action," exclaims Lord Aberdeen," and she is accordingly about to garrison Montevideo with a little army, and if Gen. Rosas submits in consequence, France will have the honour." Much good may that honour do her, say we. We care little how it is brought about, provided peace be restored, and provided in the Uruguay the just influence of the native and Spanish race recover its just ascendancy over the selfishness of foreign intrigue.

Can Lord Aberdeen suppose that he can make such speeches without foreigners seeing through them? Does he imagine that any French statesman could listen to him without perceiving, that his vaunted friendship and alliance with France is nothing more than a jealousy and a fear of France? And his whole reproach to Lord Palmerston is, why do you not stick more closely to France, in order the more efficiently to counteract her designs?

Another exemplification of Lord Aberdeen's bare-faced humbug was his declaring that he had rather see the French in possession of Montevideo than Rosas, as Rosas would stop our trade. Now Lord Aberdeen was not sincere in any one word of this. He knows right well that the French alone would totally stop and exclude our trade in the Plata, as they have done at Algiers. His lordship knows right well that the jealousy with which Rosas guards its rivers is with a view to keep all his advantages against that great rival, Montevideo, that Europeans have set up. Remove the rivalry and enmity from the two sides of the Plata and you remove all cause for the jealousy, and prohibitions, and exclusiveness of the tyrant. For the export of raw produce, the staple of the country, Buenos Ayres is the port and the position, a natural advantage that the character or policy of its ministry or ruler cannot change or do away with. There is no knowing what Montevideo may become But in the present and in the natural state of the relations of the Plata with the world, Buenos Ayres ought to be its capital; and it is but a mass of vain ambition and selfish intrigue for Europeans, at least, to try to erect another at the cost of more treasure and blood than its trade for many years can be worth.

The National flotilla is now in a most efficient state of service and comprises the following vessels, viz:—

Brigantine Julio, (formerly Estevan,) 11 guns, Lieut. Col. Pinedo.

Brigantine Mayo, (formerly Porteño,) 5 guns, Capt. Cabassa.

Steamer La Merced, (formerly Carlota,) 2 guns, Lieut. Alzogaray

Schooner Santa Clara, (formerly Adolfo,) 5 guns, Lieut. Craig.

Schooner Chacabuco, (formerly Forest,) 2 guns, Lieut. Starost.

The National steamer "La Merced" on the 15th inst., towed the corvette "25 de Mayo" from her anchorage in the Pozos to the lower extremity of the outer roads, where she is now stationed in order to communicate with vessels coming from sea. A medical officer, we are informed, will in future be constantly on board the "25 de Mayo" to take the necessary sanitary measures in conformity with the Port Regulations, and all particulars will be thence transmitted to the shore by telegraph.

The Rio Grande bandit, Baron de Jacuhy, after his late defeat, dismissed his followers, and delivered himself up to the Imperial authorities. It remains to be seen whether he will be visited with condign punishment, or allowed to enjoy an impunity that would add insult to outrage in respect to these republics.

The Paraguay troops lately made another incursion into the territory of Misiones, and, after committing some depredations, returned again to their own province. This fresh act of hostility is aggravated by the circumstance of negotiations for the pacific arrangement of the differences between the Republic and that dissident province being pending. It is high time that such perfidious proceedings should be effectually restrained.

We have been favoured with London papers to the 14th March.

Nothing particular had occurred in Parliament. It appears that it is the intention of government to abolish the viceregal dignity in Ireland, and that H. M. purposes to reside occasionally in Dublin. In consequence of the resignation of Lord Denman, Lord Campbell had been appointed to the office of Lord Chief Justice of England.

Affairs on the continent wore a more quiet aspect. It was expected that the Swiss and Danish questions would be ultimately settled. A counter project to the Prussian Federation, the "Constitution of the Bund of the Four Kings" had been published. It was signed by the representatives of Bavaria, Saxony, and Wirtemberg, and had the countenance of Austria, though she did not appear on the face of the document to be a contracting party to it.

Rumours were again rife of the speedy return of the Pope to the Eternal City.

In the east, the Anglo-Greek quarrel remained in pretty much the same state.

The result of the elections in France had been rather startling for the friends of order, the Socialists having returned their candidates in the capital. The *Times* thus discourses on the subject:—

Whatever may be the precise result of the election of three members of the French National Assembly by the city of Paris, when the returns from all parts of the capital are accurately known, there is already no doubt that the revolutionary party have shown an increase of activity and of numbers, and that one, if not all, of their candidates will be found at the top of their poll. When it is considered what these candidates are—by what arguments they have been supported—by what appeals to the worst passions of the people their popularity has been extended—and what atrocities and calamities the possibility of their political ascendancy has in store for France, we recoil with mingled disgust and dismay from this spectacle of a nation passing a sentence of destruction on itself, and consigning all the interests of a great people to the acknowledged champions of ignorance, plunder and sedition. M. Carnot, deriving an illustrious name from the most eminent statesman of the first Republic, made that name contemptible by his circulars as a member of the Provisional Government, in which he recommended ignorance and popular passions as the best qualifications of a national representative. M. Vidal, the second on the Democratic list, was known as the secretary of Louis Blanc, and an actor in the impostures practised on the working classes by the crafty demagogues of the Luxembourg. Flotte had the more direct qualification of a combatant and a convict of June, 1848—he was one of the miscreants who participated in that frightful struggle which decimated the ranks of the army and responded to the exhortations of the Archbishop of Paris by the shot which struck the courageous prelate on the barricades. Such were the claims which entitled these competitors to the votes of upwards of 120,000 of their fellow-citizens, and the result of the election demonstrates beyond all doubt, that in spite of the experience of the last two years, that number of electors is still so infatuated or so effectually subjugated by the influence of the secret associations, that it is ready to transfer the power of its political representatives to men whose names are synonymous with every excess of the revolution.

One of the most striking characteristics of this election, and the state of the parties which it has disclosed, is the complete absorption in the Red party of that branch of the Republicans which originally brought the Revolution of February, which framed the Constitution, and which did its best while it was in power under General Cavaignac to combat and to crush the violence of the extreme revolutionary faction. At the last election in Paris, Marrast, Goudchaux, Lamartine and the other members of the Provisional Government disappeared from the ballot papers. As an independent party, they were already extinct, for they were abhorred by the Moderates for their Republicanism, and ostracised by the Republicans for their moderation. They have therefore (as might be expected from such men) sacrificed every consideration of principle to the hope of regaining their lost popularity; and in their hatred of the present majority and the present executive power, their alliance with the most ferocious of their former enemies has become complete. The distinctions which existed in the Republican party for a time are once more almost effaced; and although a few men, such as Cavaignac and Lamartine, may stand aloof from the extravagant designs of this horde of conspirators in the face of day, the movements of the party are directed with the utmost uniformity and vigour to drive the revolution along its uncertain and terrible career.

As the pretence of moderation has expired on the one hand, and the fury of the Mountain or the follies of the Socialists must be taken to represent the actual spirit and direction of the bulk of the Republicans, so, on the other hand, the alarm which this violence is calculated to excite tends to throw the party which still predominates in the Assembly and the Government into the opposite extreme, and leads them to the conviction that measures of absolute repression are the only chance of saving the country from dissolution. Yet even the application of such means of repression becomes extremely doubtful when it is found that a very large proportion of votes in the army is given to Socialist candidates, and that although the discipline of the troops leads them to resist the triumph of sedition, yet the time may come when a defeat of the army would be regarded as a victory of political principle by no small proportion of the soldiery. At any rate in the event of the renewal of a more protracted civil contest it is impossible to affirm with confidence that the army would all follow the same standard of party, and the danger of such contests is materially increased by the remarkable equality which exists between the numbers of the two parties. In Paris, the constituency which voted on this occasion is probably the largest whichever simultaneously exercised the electoral franchise. Nearly 250,000 citizens must have gone to the poll within two days in the same city; yet it is only by a few hundreds of votes that the balance inclines between anarchy and order,

between property and plunder, between the extravagant experiments of the revolution and the political obligations and powers of France. Justice itself is paralysed by such a decision, for if a jury has with all solemnity condemned these opinions as subversive of society, and the men who hold them as the enemies of government within a few months those opinions and those men are professed and exalted by upwards of a hundred thousand suffrages in the capital of the Republic, and Paris herself is to be represented by agitators who avowedly present themselves in the name of the convicted and the proscribed.

We have never held with those who have hastened to salute in each successive change the dawn of new institutions in France, and to build upon these volcanic islands thrown up by the waves, as if they were the rocky bulwarks of a Constitution. A Constitution which has not one element of stability or of peace is no Constitution at all. It has not even determined the primary conditions of society; and the electors it summons to the legal duties of a party contest may be thirsting tomorrow for the blood of their antagonists, whom they have already mutually denounced as the worst enemies of mankind. Such a state of things is in reality no more than a disguised civil war, in which each party is equally afraid or reluctant to strike the first blow. Each succeeding incident in the contemporary history of France exhibits more clearly the want of capacity, vigour, and union on the side of the Government—the increase of strength and daring on the side of its enemies. The next time there will, probably, be no Lamartine ready to check the revolution by the abruptness of its own victory, or to win it back with airy words from its desolated prey. The leaders of the people can now boast none of the deceptive recommendations of eloquence, enthusiasm, or patriotism. They are the lowest product of a vitiated society who flatter the vilest passions of the Democratic clubs and subsist upon the ignorance of their unhappy followers. The scenes which Chenu and Delahodde have recently exposed with shameless fidelity would be acted over again, if their brutish tribunes were once more the masters of France. Yet notwithstanding the full knowledge of their odious character and their destructive passions, it seems there are 120,000 citizens of Paris ready to restore them to their misused luxuries and their fatal power.

CONVENTION WITH THE ARGENTINE GOVERNMENT SIGNED AT BUENOS AYRES.

Buenos Ayres, Nov. 26, 1849.

I learn on undoubted authority that Mr. Southern received by this packet power to sign the convention which he had negotiated *ad referendum* with the government of Buenos Ayres, and that by this same packet it will be sent home formally agreed upon and signed.

Three months had already been lost in England in the endeavour to induce the French government to confirm the convention made by M. Le Predour simultaneously, and some uneasiness was already beginning to be felt here lest the indecision of France should influence or deter the British Government from taking a step which every body was looking forward to so anxiously and with so much interest, as an event of such great importance in itself, independently of the result of the French negotiation.

For besides being a first step most likely to lead to a speedy settlement of the whole question, this convention settles points which are even of higher importance to our interests than that which has, under false impressions, formed the all-absorbing object of some politicians, viz., the independance of Monte Video.

The re-establishment of political and commercial relations with a country over which several thousands of British subjects are spread, and with which a most extensive and profitable commerce is carried on, ought to be looked upon as a matter of secondary importance, or even risked for the sake of the independence of another state, which is really of but little interest to us, and which we are in no way pledged to support. It little matters to us whether Monte Video is the capital of an independent nation, or the capital of a confederated province, so long as we can carry on a flourishing trade with its inhabitants, and establish such political relations as may secure to Britiish subjects the protection of their government.

But however this may be, while the two latter objects have been attained, as regards Buenos Ayres and the Argentine confederation, the question of the independence of the Banda Oriental has not been neglected in the convention. No immediate result, it is true, can be arrived at in this respect, for while France continues to lend its active support to the government of Monte Video and the bands of foreigners which form its garrisons, it would be preposterous to require of General Rosas to withdraw his co-operation from that which may with more truth be called the national party, inasmuch as with the exception of the Argentine auxiliary force it is entirely composed of natives, and is in possession of the whole country. The convention, however, contains a formal stipulation, under which the Argentine government engages to withdraw its troops from the Banda Oriental so soon as the French government ceases its intervention. Thus though England has taken up a neutral position with regard to the intervention, it receives a pledge from the Argentine government that it will respect the independence of its neighbour; whilst as a proof that this pledge has been given in good faith, a project of convention is offered to the Government of France for settling the question of Monte Videan independence, based on the very propositions which had previously been made by France itself on the occasion of Mr. Hood's mission.

It is to France, therefore, that those who are so jealous of the independence of the Banda Oriental must turn; and it is France alone which hesitates. So long as it protects Monte Video, and grants a monthly subsidy to its government, it would be idle to treat with another power on the integrity of a state which France alone keeps in jeopardy; unless we were disposed to unite with it in compelling the French government to accept such an arrangement as might cause all foreign interference to cease, and leave the Uruguay to manage its own internal affairs. In the mean time, while this is not done, and France continues its intervention, nothing more could be exacted from the government of Buenos Ayres than a guarantee of the sincerity of its intentions on this subject; the indecision of the French cabinet is no reason why this should not be secured, as it has been done in the convention, together with other objects of more direct and immediate interest to England. Our political relations with Buenos Ayres are re-established on a most cordial footing, and British trade has thereby received fresh vigour in the confidence which has been imparted to it. A decisive step taken at a moment when France appears to waver, will make it feel that it may no longer, as hitherto, involve us in a mistaken and disastrous policy, and will most probably induce it to abandon a cause which, if it had any interested or ambitious objects in view, it will find it more difficult to carry through single-handed, at the same time that the friendly feeling which has been substituted between the British and Argentine governments for one of hostility and mistrust, may to a great extent be instrumental through a friendly mediation in bringing about a final settlement of the whole question between the parties which are still in opposition to each other.

The restoration of tranquillity and order in the Banda Oriental is, doubtless, of the utmost importance to the general interests of commerce, and to great numbers of individuals of all parties, who only see the ruin of the country and of their own fortunes and prospects in a prolongation of a war, the termination of which can only be more disastrous (whatever may be the result) the longer it is delayed. The government of Buenos Ayres is itself extremely desirous to terminate so vexatious a question, in which it has likewise suffered so much, and it is to be hoped that France will feel that it cannot gain by continuing a state of things so directly opposed to its own interests, and endeavouring to establish its political influence in a country where it can never legitimately exercise it, at the sacrifice of the advantages which it is in a position to reap from its commerce with that country, possessing as it does such abundant resources, if they are only allowed their natural development, by the restoration of peace and social organization.—*Daily News.*

SETTLEMENT OF DISPUTE BETWEEN ENGLAND AND BUENOS AYRES.

(FROM AN OCCASIONAL CORRESPONDENT.)

Buenos Ayres, Nov. 26, 1849.

On the 24th of November last Mr. Southern, having received full powers by the last packet, signed the convention with this Government, which puts an end to all old animosities, and re-establishes the former relations of friendship and good understanding. In a political point of view this convention may be productive of some good. There is a large population of British subjects, both in the province of Buenos Ayres and in other provinces of the Confederation, almost every one of whom is a landed proprietor or farmer; and, although it is creditable to the Government of Rosas that it extended to British subjects all over the country, during the whole course of the intervention, security from insult or injury of any sort, still much greater confidence must be felt by such persons in the assurance that they are living under the protection of a friendly Government, and that their own is in a position to watch over theia interests, through the residence of a British Minister here, who has succeeded in establishing such an amicable feeling between the two countries, as well as individually between himself and the supreme authorities of the state. The most striking and immediate advantage of the convention which has been concluded is, however, to be found in the impulse it has given to trade with this country, and in the confidence it may inspire in commercial enterprise. People have ceased to be in daily fear of a renewal of interventions and blockades, and are no longer deterred from embarking capital in profitable transactions from the apprehension of a rupture between the two countries which would be, as has already been the case, the ruin of all those extensively engaged in trade. The system of this Government with regard to commerce is extremely liberal and encouraging, and British merchants have not the slightest cause of complaint from vexatious laws or regulations. The British Consul has been for some time in the full exercise of his duties, which are very important from the large number of British resident, notwithstanding that his absence during the differences, which have now happily ceased to exist, was less felt than might have been expected, owing to the protection and favour which was always shewn to Englishmen by the authorities.

With respect to the termination of the war in Monte Video which is certainly a question of great moment to us, the two Governments have come to an understanding as to their mutual wishes and intentions. The Argentine government engages to withdraw its interference in the Banda Oriental as soon as France consents to do so; and the Government of Great Britain, with this solemn assurance that the independence of the Banda Oriental will be respected on this side of the water, can have nothing to fear excepting it be from its old ally, France, with whom it agrees to use its good offices in bringing about a satisfactory settlement of the question.

The sincerity of General Rosas desire to put an end to the state of things in the Banda Oriental can no longer admit of any doubt, since he has spontaneously offered to settle the question with France, on the basis of Mr. Hood's propositions, made in 1846, when France was in a much more advantageous position than at present; and it is to be hoped that she will not throw away so favourable an opportunity of terminating a question which has already been so ruinous to all parties, and in the continuance of which there is nothing to be gained, but much to be lost by all.

Although the extensive commerce which has sprung up in Buenos Ayres has made the destruction of that of Montevideo less felt than would otherwise have been the case, still there are scarcely two opinions as to the desirableness and expediency of terminating the war, and the people are anxiously looking for the decision of France, on which the settlement of the question entirely depends. If she is desirous of acting with prudence she will not hesitate in following the example of England, which has taken a first and very important step, and has opened the door for it to put an end to the disasters and misery which have already been caused by this struggle. Monte Video may be assimilated to a plague town. It is deserted and falling into ruins; whilst those few inhabitants who have not the means of removing from it are suffering from the most abject poverty. The Government itself could not live a day without the French subsidy, which alone prolongs its existence and the shadow of authority which it exercises over those with whom the spoil is divided. The whole country is depopulated, and all the farms and rural establishments, which formed its wealth, are completely destroyed and their owners reduced to beggary. A prolongation of war would bring evils which are almost incalculable; with the return of peace, at least the seeds might be sown of future welfare and prosperity, although it must be long before the mischief which has been already done by the intervention of the Argentine army can be repaired.—*Times.*

HOUSE OF LORDS, FRIDAY, FEB. 22.

(*Concluded.*)

Lord HOWDEN addressed the house at some length, but we could only hear some detached sentences of his speech, of which we can scarcely make any use from not knowing the purpose for which he used them. We understood him to denounce the bucaniering expedition up the river Paraná as one of the grossest attacks on an independent state which had ever been committed, and to declare that the results anticipated from it, as opening to our trade the great continent of Paraguay, which loomed in the distance like a vast panorama, were purely visionary. It was a gross infraction of national law, and incensed General Rosas at a time when our object was to conciliate him. He was not surprised that, after such an occurrence, General Rosas should have been somewhat hypercritical as to the phraseology of our treaty, particularly when it related to the navigation of rivers flowing through the states of different powers. He hoped that France would agree to the same treaty to which we had agreed, for he was quite sure that we, in signing that treaty, had settled the question. He had recently seen that in the French Assembly many assertions respecting the treatment of Europeans by General Rosas had been received as facts, when from his own experience he knew them to be utterly devoid of truth. He knew many cases in which General Rosas had offered to Europeans every care and protection; and he believed that the treaty which we had made with that chieftain would be sacredly observed by him in all its stipulations. At this time, when there were only 200 or 300 miserable Orientals within the town of Montevideo, it might be necessary that that place should have the protection of a foreign garrison; but, if the wealthy and intelligent inhabitants who were in the camp of General Oribe gained access to the town, there was no fear that they would give up their independence to the Government of Buenos Ayres, to the National Assembly of France, to a body of commercial speculators, or to any body else.

After a few words in explanation from the Earl of HARROWBY and Lord HOWDEN,

Lord COLCHESTER observed, that Montevideo was a very strongly fortified town, and was garrisoned by Frenchmen, Italians, and Spaniards, who would continue to hold out against Oribe, or Rosas, or any other general, so long as the walls did not tumble down of their own accord. When France and England first interfered, Montevideo was invested by the troops of Oribe by land, and was blockaded by Roses with a naval force; the fort must have fallen if England and France had not said to Buenos Ayres, not "You are not acting in accordance with the law of nations," but "You shall not act in accordance with the law of nations;" and, in consequence of the interference of British and French forces, the blockade was raised. He was satisfied that the people of Montevideo were not at all likely to submit to Buenos Ayres unless they were reduced to submission by force.

The Marquis of LANSDOWNE was understood to say, in reply to some observations from Lord HOWDEN, which were inaudible in the gallery, that it was provided by the treaty that the Argentine troops should withdraw, and that the only object of the British Government was to secure the safety of persons engaged in commerce with Montevideo.

ELECTRIC TELEGRAPH BETWEEN FRANCE AND ENGLAND.—The proposed submarine telegraph between Dover and Calais, conceded to Messrs. Brett and Co., by the French Government, is approaching completion. The tower for the battery, offices, and general works at Dover are nearly erected, and the insulated wires are in a forward state of progress, and are expected to be sunk across the Channel in the course of the next month.—*Morning Chronicle.*

MARINE LIST.

PORT of BUENOS AYRES

May 11.—*Wind N. N. E.*

Arrived, Brazilian brigantine Pelicano, 138 tons, Cardozo Silva, from Rio Janeiro 26th April, to Juan Gerónimo Martinez.

British brig Anne, 179 tons, Austin Harley, from Lisbon 20th February, to De Lisle, Brothers & Co., with 382 moyes salt.

Sailed, British brig Agile, 156 tons, J. Smail, for Queenstown or Falmouth, despatched by John Best & Brothers, with 8236 salted ox and cow hides, 21,500 bones.

May 12.—*Wind N.N.W.*

Arrived, Brazilian brigantine of war Eolo, 3 guns, Lieut. Albin, from Montevideo 10th inst.

Sailed, British schooner Spirit, 163 tons, Pinctres, for Salado, in ballast, to take in a cargo of produce for New York.

May 13.—*Wind N. N. W., at* 2 30 *p. m. changed to S. W., rain.*

Sailed, Brazilian brig Mafra, 273 tons, J. J. Diaz de los Placeres, for Brazil, despatched by José Coelho Meyrelles, with 3715 quintals jerked beef.

May 14.—*Wind S.S.E., rain.*

Arrived, British brigantine Merchant, 189 tons, J. Luke, from London 17th March, to Bayley Brothers, with 963 packages, 18 boxes merchandize, 400 kegs paint, 35 tons coal, 150 rolls canvas, 20 barrels roman cement, 4005 bricks, 2 boxes doubloons, 45 anchors, 25 chain cables 40 packages oakum, 1 box clothing.

Sardinian polacre Tevere, 195 tons, Bartolo Risso, from Genoa 12th, Gibraltar 22nd March, to Sivori & Schiaffino, with 10 bales stock fish, 163 pairs oars, 75 casks and 161 boxes wine, 10 pipes spirits of wine, 74 jars and 2 demijohns canary seed, 24 jars and 11 barrels almonds, 300 marble mortars, 720 bottles linseed, 95 empty bottles, 106 boxes soap, 21 boxes and 53 bales white paper 420 do. brown do., 40 do. blue do., 68 barrels and 5 bags chestnuts, 10 bales cordage, 369 flag stones, 10 quintals earthenware, 200 boxes bottled and 41 casks oil, 8 boxes towels, a quantity of empty baskets, 1 box sewing silk, 2 do. embroidery, 1 do. combs. 1 do. hats, 1 do. umbrellas, 1 do. velvet, 27 do. marble, 50 do. white lead, 2 bags and 2 boxes mushrooms, 16 bags merchandize, 1 box tools, 2 bags and 1 half barrel cheese.

Passengers—36.

Danish brig Johan Friedrich, 167 tons, L. Barfred, from Cape Verds 5th April, to Charles R. Horne, with 83 moyes salt.

Bremen brig Sauser, 200 tons, Hasse, from Hamburg 1st March, to Bunge, Borneteld & Co., with 378 boxes and 2 bales merchandize, 5 boxes samples, 10 pipes, 1140 baskets and 2061 demijohns gin, 15 lasts coal, 80 pine boards, 217 barrels starch, 2 boxes preserves, 6 boxes cards, 6 do. furniture, 1 do. books, 5 boxes leeches.

Spanish brig Julito, 236 tons, José Sensat, from Havana 25th February, to Llavallol & Sons, with 85 pipes brandy, 360 boxes sugar, 30 quarter casks treacle, 30 barrels honey, 10 half pipes, 10 quarter casks and 100 barrels wine, 6 boxes cigars, 322 doubloons.

Brazilian brig Anibal, 196 tons, Manuel da Silva Santos, from Santos 16th ult., Buceo 12th inst., to Antonio José Alves Pinto, with 643 barrels sugar.

Sailed, French barque Ernest, 240 tons, Bougot, for Havre, despatched by E. Ochoa & Co., with 10,050 dry ox and cow hides, 1372 salted do., 127 boxes tallow, 3000 horns, 4 bales hair, 4 tons bones.

Holstein brig Dorothea, 200 tons, H. N. Dewitz, for New York, despatched by Freyer Brothers, with 1510 salted ox and cow hides, 2043 dry do. do. 4300 horns, 1399 dry horse hides, 35 seroons hair, 234 bales wool.

May 15.—*Wind S. W., in the afternoon changed to N. E.*

Arrived, British barque Dyson, 267 tons, Robert Cummings, from Liverpool 9th March, to Nicholson, Green & Co., with 147¼ tons bar and hoop iron, 50 tons coal, 180 barrels pitch, 5 casks and 18 boxes hardware, 215 crates earthenware, 3 crates, 1 box and 2 packages samples, 4 boxes linseed, 115 braziers, 184 brazier hoops.

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.			
pt. 30	Brig Guillermo, Christian F. Wiegmeyer	217	Visser, Deetjen & Hughes	Antwerp
eb. 21	Brig Narcisa, Martin	236	George Rick & Co.	Antwerp.
arch 16	Brig Vuelta de Obligado, Hermann Paulsen	194	Ambrosio P. Lezica	California
" 28	Brig General Belgrano, Juan Garrido	302	Santa Maria, Llambi & Cambaceres	England
pril 3	Brig Mentor, I. C. Nielsen	241	Jacob Parravicini	
	BRITISH			
nuary 28	Brig William Tucker, John W. Good	164	James C. Thompsen	Liverpool.
eb. 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.
arch 10	Brig Ada, J. Amy	243	De Lisle Brothers & Co.	Do.
" 10	Brig Ottowa, Urquhart	250	De Lisle Brothers & Co.	
" 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	175	Nicholson, Green & Co	London.
" 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
pril 1	Brig Janet, Andrew Hunter	191	John Best and Brothers	Liverpool.
" 6	Barque William Peilo, John Bell	279	John Best & Brothers	
" 7	Barque Blair, Moody	333	Wilfred Latham	Liverpool.
" 10	Brig Sarah, David Lamb	178	Plowes, Atkinson & Co	England
" 15	Brig Jane, George Sargent	204	Duguid, Barton & Co.	London.
" 25	Brig Susan, Robert Law	183	Briscoe, Twyford & Co.	England
" 28	Brig Clemanthe, Thomas Rae	195	Nuttall & Co.	Liverpool.
ay 5	Barque Melody, John Hooper	252	Hughes, Brothers	England
" 10	Brigantine May, Millard	233	Parlane, Macalister and Co.	
" 11	Brig Anne, Austin Harley	179	De Lisle Brothers & Co.	London.
" 14	Brigantine Merchant, J. Luke	189	Bayley Brothers	England.
" 15	Barque Dyson, Robert Cummings	267	Nicholson, Green and Co.	
	AMERICAN.			
arch 17	Barque James Andrews, French	275	Samuel B. Hale	Boston
" 28	Brig Palos, Freeman Hatch	276	Samuel B. Hale	Boston.
" 29	Brig Falmouth, John Oliver	208	Zimmermann, Frazier & Co.	Baltimore
ay 17	Barque Weybosset. J. C. Carter	321	Zimmermann, Frazier & Co.	
	FRENCH.			
anuary 11	Barque Sultan, Demaire	227	Manuel Arrotea	Havre
" 13	Polacre Félicité, Vaillard	140	Egg, Krutish and Co.	Marseilles
arch 10	Barque Camoens, Drouaux	245	Llavallol and Sons	Havre
pril 3	Barque Soleil, Rouvier	229	Teisserenc Vallat	Marseilles & Cette
" 4	Barque Coriolan, Lamand	219	Blas Despouy	Havre.
" 20	Barque Napoleon, Rabardy	227	Thomas Rousse	Havre.
ay 4	Brig Lammenais, D'Almeida	215	Llavallol and Sons	Do.
" 5	Brig La Paix, Olivier	175	A. Audiffred	Havre.
" 17	Barque Zilia, Lemettez	227	Llavallol & Sons	
	SPANISH.			
ovem. 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambacere	
eb. 12	Brig Barceló, Josè Fontrodona	239	Felipe Senillosa	Havana.
arch 15	Polacre Juanita, Juan Plat Isern	214	E. Ochoa & Co	Do.
" 16	Brigantine Cazador, Juan Poses	120	E. Ochoa and Co	Do.
" 25	Brig Otelo, Vicente R corna	210	Felipe Senillosa	Do.
pril 11	Brig Leocadia, Gil Gelpi	185	Santa Maria, Llambi & Cambaceres	Do.
" 13	Brig Emprendedor, Juan Molins	244	Santamaria, Llambi and Cambaceres	Havana.
" 28	Brig Lindo, Jaime Ferrer	196	E. Ochoa and Co.	Do.
ay 4	Polacre Antilla, Eleonor Millet	150	E. Ochoa & Co	
" 14	Brig Jublito, José Sensat	236	Llavallol and Sons	
	SARDINIAN.			
anuary 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 1[illegible]	Polacre Ginisca, Francisco Sartorio	237	José Avegno	Genoa
arch 22	Barque Vittoriosa, Vicente Vaccaro	233	Pietranera, Piaggio and Co.	Genoa
" 29	Polacre barque Baron Paganini, C. Pieonbi	306	Llavallol and Sons	Marseilles & Genoa
pril 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 Pachetto Felice, Juan Bautista Vila	155	Adolfo Mancilla and Co.	Genoa
" 18	Brig Valentina, Nicolas Manará	127	Lezica & Co.	Rio Janeiro.
ay 5	Brig Aquile, Juan Bautista Borrone	252	Llavallol and Sons	
" 14	Polacre Tevere, Bartolo Risso	195	Sivori & Schiaffiano	
" 15	Brig Cesare, Simon Fidanza	130	B. Viale	
" 17	Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile	
	PRUSSIAN.			
January 27	Barque Wilhelm, Schultz	245	Bunge, Bornefeld & Co.	Antwerp
March 24	Barque Albatross, Stowhows	300	Freyer Brothers	New-York
" 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 andCo.	Antwerp.
	BRAZILIAN.			
March 28	Brig Navegante, Joaquin Gomez de Santos	250	Captain	Brazil.
April 9	Brigantine Livia, Antonio Lemos	157	Juan Geronimo Martinez	Do.
May 11	Brigantine Pelicano, Cardozo Silva	138	Juan Geronimo Martinez	
"	Btig Anibal, Manuel da Silva Santos	196	Antonio José Alves Pinto	
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	New York.
April 9	Brig Nautilus, Steffens	246	Zimmermann, Frazier & Co.	Do.
	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.	Boston.
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	Rio Janeiro
" 16	Brig Adolph, B. Bohn	188	Richard Suston, Jun.	England.
April 29	Brigantine Atlantic Ocean, Nagel	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.
April 30	Brig Basserman, Larson	180	Wedekind & Co.	
May 14	Brig Sauser, Hasse	200	Bunge, Bornefeld & Co.	
	NORWEGIAN.			
Feb. 10	Barque Tomberg, Nielsen	418	Vicente Casares and Sons	
May 17	Barque Balder, C. Andersen	220	P. E. Hartenfels & Sons	
	SWEDISH.			
April 28	Brig Ariel, L. P. Aberg	367	Zimmermann, Frazier & Co	Antwerp.
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	Charles R Horne	Brazil.
March 11	Brig Melitta, P. B. Moller	159	Freyer Brothers	Hamburg.
" 21	Brigantine Union, Schmidt	165	Freyer Brothers	Antwerp.
May 14	Brig Johan Friedrich, L. Barfred	167	Charles R. Horne	
" 17	Brigantine Gramm, Bandk	127½	Otte, Rosenthal and Co.	

FOREIGN VESSELS OF WAR IN PORT.

FRENCH.—Barque Astrolabe, 18 guns, Commander Montravel.
Steamer Archimedes, Commander Bigeault.
BRITISH—Brigantine Kestrel, 3 guns, Lieut. Henry Baker.
BRAZILIAN.—Brigantine Eolo, 4 guns, Lieut. Albin.

Sardinian brig Cesare, 130 tons, Simon Fidanza, from Santos 25th April, to Pedro Viale.

Sailed, Danish brig Delphin, 180 tons, B. P. Tuhl, for Havana, despatched by Treusseia & Co., with 4500 quintals jerked beef.

May 16.—Wind N. N. W.

Sailed, British brigantine Zante Packet, 192 tons, F. Fudge, for Queenstown or Falmouth, despatched by Samuel Hesse, with 8,027 salted ox and cow hides, 36 pipes tallow, 8,800 horns, 24,400 shin bones.

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

Arrived, Norwegian barque Balder, 220 tons, C. Andersen, from Hamburgh 16th March, to P. E. Hartenfels & Sons, with 2329 pine boards, 286 mahogany do., 67 spars, 10 lasts coal, 5 crates ale, 430 boxes gin, 3 barrels blocks, 40 dozens brooms, 40 dozen broom sticks, 120 boxes, 4 casks and 4 packages merchandize, 6 boxes cologne water, 3 boxes biscuit in tins, 3 boxes & 2 packages samples, 62 logs mahogany.

American barque Weybosset, 321 tons, J. C. Carter, from Boston 25th March, to Zimmermann, Frazier & Co., with 123,196 feet pine boards, 239 mahogany boards, 170 oars, 139 barrels rice, 35 do. turpentine, 125 do sugar, 120 bundles shingles, 20 boxes shoes, 50 half boxes tea, 1 package whip cord, 4 boats, 10 boxes cottons, 30 bundles cordage, 40 boxes candles, 35 do chairs, 25 barrels cloves, 50 pieces sail cloth, 300 barrels flour.

Danish brigantine Gramm, 127½ tons, Bandk, from Hamburg 26th February, to Otte, Rosenthal & Co., with 1 hogshead, 2 bales, 59 boxes and 155 packages merchandize, 2793 salt fish, 8 lasts coal, 560 pine boards, 228 baskets, 600 boxes and 1000 demijohns gin.

Sardinian polacre Innocenza, 232 tons, Geronimo Sartorio, from Genoa 5th March, to Jacinto Caprile, with 31 casks & 250 boxes oil, 178 bales paper, 1 box shoes, 78 bags rice, 13 bales oakum, 50 jars & 7 bags chestnuts, 17 boxes marble slabs, 16,121 tiles, 90¼ pipes & 22 demijohns red wine, 12 demijohns white do., 190 flag stones, 63 bags garbanzos, 52 bales cordage, 51 boxes glass, 14 do. merchandize, 3 do. umbrellas and parasols, 4 do. medicines, 1 clock, 1 box artificial flowers, 36 barrels almonds, 2 do. mushrooms, 3 boxes lace, 1 box embroidery, 2 do. silks and velvet, 10½ do. perfumery, 1 do. clothing, 4 bales stock fish, 11 bundles brooms, 50 boxes sea-gilly flower.

French barque Zilia, 227 tons, Lemettez, from Havre 10th March, to Llavallol & Sons.

Sardinian lugger of war Fama, Lieut. Sivori, from Montevideo 15th inst.

Passengers—42.

Brazilian steamer Continentista, 137 tons, Justino da Silva Coutto, from Buceo 16th inst., in ballast, to Ramon de las Carreras.

Passengers—13.

Sailed, British brigantine Light of thé Harem, 175 tons, Royal, for Queenstown or Falmouth, despatched by Phillips, Tomkinson & Co., with 2357 salted ox and cow hides, 3269 salted horse do., 526 salted hog skins, 116½ pipes and 199 boxes tallow, 18,000 shin bones.

British brig Plata, 248 tons, Richard Bird Pringle, for Liverpool, despatched by Briscoe & Co., with 23,000 bones, 7,137 salted ox and cow hides, 112 pipes, 42 half pipes and 23 boxes tallow, 28 bales hair, 29 boxes return cargo.

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

The following are the manifests of the undermentioned vessels—

»Bassermann»—736 barrels sugar, 201 bags fariña, 8 do. coffee, 14 do. maize, 100 pieces hide, 20,000 do. firewood, 1 box stuffed birds, 1 do. cigars, 11 do. merchandize, 5 do. sweetmeats, 3 do. shoe lasts, 100 rolls tobacco, 45 beams, 25 quintals whiting.

»May»—96 crates earthenware, 137 kegs and 1 barrel nails, 49 hogsheads, 48 barrels and 45 boxes hardware, 165 bales, 143 boxes, 18 packages and 10 hogsheads merchandize, 35 bundles and 100 shovels, 1 sheet, 21 bars, 1 boiler, 3 chains, 87 tons and 13 cwt. iron, 1925 iron pots, 80 stoves, 8 sugar pans, 420 iron safes, 100 boxes tin, 1 do. books, 18 do. and 3 bales woollens, 3 pairs bellows, 6 bales canvas, 18 ploughs, 20 tons coal, 5 boxes clothing, 7 boxes thread, 20 quarter casks wine, 1 box and 7 packages samples.

SHIPPING MEMORANDA

ARRIVED AT GRAVESEND.

Feb. 11, Elizabeth, Weatherley, hence 17th November.
» 22, Otter, Brough, hence 15th December.

OFF FALMOUTH.

» 8, Ortona, Colburn, hence 6th December.

OFF LIVERPOOL.

» 18, Hibbert, Nosworthy, hence 6th Dec.

AT LIVERPOOL.

March 1, Daring, Toby, hence 26th December.
» 1, Victoria, Le Gressly, hence 30th Dec.

AT BRISTOL.

Feb. 20, Maid of Erin, Harry, hence 22d Oct.

AT LONDON.

Feb. 26, William Inglis, Newby, hence 22d December.

AT ANTWERP.

Feb. 3, Karel, Divourt, hence 24th October.
» 5, Gessine, Rabbe, hence 22d November.
» 5, Louise, Lams, from Buceo.
»21, Diligentia, Ruyl, hence 6th December.

AT CETTE.

Feb. 11, Fides, Closters, hence 20th November.

AT MARSEILLES.

Feb. 10, Chasseur, Silvestre, hence 4th Dec.

AT MALAGA.

Jan. 21, Enrique, Barceló, hence 8th November.

AT HAVANA.

Dec. 29, Eduardo, Costa, hence 9th Nov.
Jan. 1, Arrogante Emilio, Sandeliz, hence 31st October.
» 5, Morenilla, Urizar, hence 31st October.
» 7, Pedro Antonio, Orta, hence 15th Nov.
» 7, Unico, Roig, hence 15th November.
» 26, Pepita, Estapé, hence 2 December.

AT SANTANDER.

Feb. 21, Primera Tigre, Plàt, hence 13th Dec.

AT BATAVIA.

Dec. 12, Boreas, Messen, hence 14 September.

AT MATANZAS.

Dec. 29, Mercedes, Oliver, hence 7th Nov.

AT SAN FRANCISCO, CALIFORNIA.

Nov. 2, Amazonas, Jardin, hence 24th June.

Vessels sailed for the River Plate.

From London—Feb. 23, Clio, De Grouchy, for Cadiz and Buenos Ayres.
From Falmouth—Feb. 22, Bon Henri, Camas, for Buenos Ayres. Feb. 24, Agnes, Moore, for Montevideo.
From Ramsgate—Feb. 25, Christine Marie, Gronsund, for Montevideo.
From Tarragona—Feb. 21, Cronometro, Casal, for Buenos Ayres.

Vessels loading for the River Plate.

At London, March 2nd.

Tyro, 165 tons, Beevor, for Montevideo.
Venus, 137 tons, Banks, for Buenos Ayres.
Jane and Jessie, 123, Campbell, for Montevideo and Buenos Ayres.

At Liverpool,

Mary Queen of Scots, 245, Wilcox, for Buenos Ayres.
Gauntlet, 206, Presly, for do.
Kate, 184, Foster, for Montevideo.
Brig Royal William, brigantine Ulysses, both for the River Plate.

BIRTH.

On the 16th inst., the lady of Mr. David Krutisch, of a son.

A boat belonging to the British brig Anne, left the shore on the 14th inst., for that vessel with Captain Harley, the second mate, and 3 seamen and Mr. Richard Henry Davis, who was going to spend the day afloat. When not far from the vessel Captain Harley's hat having blown off into the water and all hands simultaneously leaning over the boat's side in order to pick it up, the boat was capsized and Mr. Davis and two seamen were unfortunately drowned.

The survivors who clung to the boat were shortly after picked up by boats from a Spanish vessal lying in the roads and from the Bremen brig Sauser, as likewise the body of the unfortunate Mr. Davis who had been caught by the hair by the second mate in his efforts to save him. The body of Mr. Davis was subsequently conveyed on board the Sauser and thence to the shore on the 15th inst., and buried in the Protestant Cemetery. The bodies of the two seamen have not yet been found.

Advertisements.

For London.

The British built fast sailing brig

Anne,

179 tons register, Harley, master,
Is a small carrier, and having already a considerable portion of her cargo contracted for, will have quick despatch.

Please apply to the Consignees,
Messrs. De Lisle, Brothers & Co., or to
John Higginbothom.
Licensed Ship Broker.

17th May, 1850.

Notice.

The owner of the National barque »SIRENA,» has deemed it necessary to state for the information of all whom it may concern, that having heard through different channels, that Charles Amonsen has represented himself as not having been paid for his services on board that vessel, and that there are bills being presented which it is said are against the said barque which I do not acknowledge; I do hereby give notice that these reports are incorrect, as not only he, but every account has been paid which was presented in due time, and other claims that there may be are against Amonsen and not against the owner of the barque, as will be seen by the annexed copy of a letter which I sent to him, and by his own receipt of which I subjoin a translation—

Buenos Ayres, 15th June, 1849.

To Captain Charles Amonsen,

Sir,—It is some weeks since I told you to bring in every account of the barque »SIRENA,» and as yet you have not complied with my request; I now, therefore, advise you, in the space of 24 hours, to give me in every account that may be standing against the »SIRENA,» and in case there is any article wanting for the barque you will advise me of it.

Sir, yours, &c.,
Nelson Hartwig.

I have received from Mr. Nelson Hartwig the total balance of five hundred silver dollars, this sum being for my services and every account which I have up to this date against the National barque »SIRENA» and owner. I have consequently no other claim of any description.

Buenos Ayres, 2d Aug., 1849.
Carl Amonsen.

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.

FOR LIVERPOOL.

British barque "RICHMOND," 351 tons, H. Grayson, commander, has only room for a few bales which can be received 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.

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 carrier and is in every respect a most desireable conveyance.

Consignees Messrs. J. Best & Brothers.

British barque "BLAIR," 333 tons, Mordy, commander, A. 1. at Lloyd's, a fast vessel, and has most superior accommodations for passengers,persons who intend returning to Europe will do well to take advantage of this fine opportunity,all her cargo being engaged she will be despatched in about forty to fifty days.

Consignees Messrs. W. Latham & Co.

British brig "Clemanthe" 195 tons, T. Row, Commander A. 1. at Lloyds for 12 years, and only 4 years old is one of the finest and fastest little craft out of Liverpool and in every respect a most desireable opportunity for Freight or Passengers.

Consignees Messrs. Nuttall & Co.

FOR

Cork or Falmouth.

British brig "LUCY" 211 tons, R. 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," 201 tons, George Sargent, 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 in a most superior manner.

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

For Havre de Grace.

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.

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 Despouy.

French brig LAMENNAIS, 215 tons, D'Almeida, Commander, has a great portion of her cargo engaged and is warranted to have quick despatch. She has splendid accommodations for passengers.

Consignees Messrs. J. Llavallol & Sons.

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.

Consignee G. Dowse, Esq

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.

Swedish brig "ARIEL," 367 tons, L. P. Aberg, Commander, A. 1. at Lloyd's. A most superior fast sailing vessel, has first rate accommodations for passengers and may have room for 2000 dry hides.

Consignees Messrs. Zimmermann, Frazier & Co.

For Freight or Charter.

British brig "SUSAN," 183 tons, R. Law, commander, a well known vessel in the trade and most recommendable for the good delivery of her cargoes.

Consignees Messrs. Briscoe & 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.

May 17, 1850.

On Sale at Wm. & R. COLTON'S Store, Calle de Mayo, No. 46,

Martell's Brandy } Of superior quality
United Vineyard Proprietors' Marquets. } in casks and bottles.
Gin in casks and bottles
Port Wine in quarter casks }
Do. in cases }
Sherry Wine in ⅛ & qr. casks } Of various Vintages.
Do. in cases
Madeira, in cases
Hock of different qualities
Champaigne in 1 dozen cases
Sparkling Moselle
Burgundy
Claret of superior quality.
Absynth.
Kirchenwasser.
Ale and Porter of various marks.
Pickles, Sauces, Mustard, &c.
Havana Cigars, &c. &c.

NOTICE.

Nicholas Infiestas, Haberdasher, has Removed his Store from the corner of Santa Rosa and Santa Clara Streets, fronting the College, to No. 32, Santa Rosa, formerly Universidad Street, where he has on hand a general assortment of fine goods in his line of business, comprising also some articles of Chinese manufacture recently imported, such as Camphor Wood Trunks, an excellent article for preserving clothing from moths; Wicker Baskets, Draught and Chess Boards, Workboxes, Fans, Bread Baskets, &c., &c., all selling at very low prices.

SALE BY AUCTION,

OF

BOOKS,

Calle Defensa, No. 147,

On Wednesday 22d inst., at 11 o'clock, will be Sold by Auction,

BY THOMAS GOWLAND,

A quantity of English Books, neatly bound, and recently imported from England

The Catalogue can be seen at the Auction Room.

For Sale,

A few sets of Camphor Wood Trunks recently arrived from China at Wm. & Rd. Colton's Store, 46 Calle Mayo.

Shipping List

OF

Richard Sutton, Jun.

Licensed Ship Broker.

For London,

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

FOR GENOA.

The A. 1. Sardinian polacre *"PACHETTO FELICE,"* of 155 tons, capt. J. B. Vila, having engaged the greater part of her cargo and going on board, can still admit a small quantity on freight. Also she has excellent accommodations for passengers.

Consignees Messrs. Adolfo Mancilla & Co.

For New York,

PASSENGERS ONLY.

The A.1. Prussian barque *"ALBATROSS,"* of 300 tons, cap. Stowhaas, will have quick despatch, and has excellent accommodations for passengers.

Consignees Messrs. Freyer Brothers.

FOR NEW YORK.

The A. 1. Lubec brig "NAUTILUS," of 246 tons, Capt. Steffens, can still admit on freight from 2 to 3000 dry hides, and will have immediate despatch. Accommodations are first-rate for passengers.

Consignees Messrs. Zimmermann, Frazier & Co.

FOR BOSTON.

Passengers Only

The very superior A.1. Hamburg barque EUDORA, of 351 tons, Capt. D. J. Schots, will have immediate despatch, and has first rate accommodations for passengers.

Consignees Messrs. Bunge, Bornefeld & Co.

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. Freyer Brothers.

FOR RIO DE JANEIRO.

The superior A.1. Sardinian brig *VALENTINA,* 127 tons, capt. N. Manará, having engaged the greater part of her cargo, can still receive about 1000 qql. beef or equivalent.

FOR ANTWERP.

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 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.

For Sale.

Two pieces of land to the south of this city, distant therefrom about 8 leagues. Each piece has a frontage of half a league, the depth of one being about 5000 varas and that of the other one league.

Parties interested in the purchase of the above may apply at No. 113, Calle San Martin.

For Sale,

At the Store of THOMAS NUTTALL, No. 59 Calle Piedad,

Superior old Port Wine, in bottles, cases, and on draught.
Do. Pale Sherry in cases of 4 dozens each.
Do. Old Scotch Whiskey, in bottles and on draught (including some 10 years in this country.)
Superior Cognac, comprising all the good brands from England.
Champaigne, Cigars, Pickles, Sauces, &c.

Also, Woollen Table Cloths, Druggetting, Shirts, Stockings, Umbrellas, English Boots, Walking Sticks, and various other articles on reasonable terms.

Buenos Ayres, May 10, 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 of 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.

Library in connection with the English Church, Buenos Ayres.

This Library has been formed with the object of promoting the Religious, Moral, and Intellectual improvement of all classes of the British residents.

For this purpose a supply of sound works upon Religion and General Literature has been recently received from England and the United States; and the Library is now open for the use of Subscribers at No. 64 Calle Mayo.

REGULATIONS.

1.—A subscription of $100 per annum, or $50 for 6 month, or $10 per month, entitles the subscriber to the use of any single work.

2.—A subscription of $15 per month entitles the subscriber to the use of 3 works (not exceeding 6 volumes) at one time, and persons *residing in the country* paying $15 per month are allowed to retain the works they take out *for one month.*

3.—Subscriptions are payable *in advance.*

4.—Persons detaining a work beyond the time specified shall pay a fine of 2 reals per diem.

5.—No person shall be allowed to take out any work while subscriptions or fines already due remain unpaid.

6.—A subscriber losing, tearing, or defacing any book shall be fined a sum not exceeding double the value of the work.

The Subscriptions will be applied to the purchase of New Works.

The Library is open daily (Sunday's excepted) from 12 to 8. A Reading Room is attached to the Library for the use of Subscribers, and is open from 4 to 8.

Catalogues will be published in a few days.

Buenos Ayres, May 13, 1850.

No. 6 Calle de la Piedad.

FURNISHED ROOMS & BOARD.

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

FOR RIO JANEIRO.

The Bremen brig "BASSERMANN," A. 1, Captain Hassen, will be despatched in a very short time. For cargo and passengers please apply to Messrs. Wedekind & Co., calle Sta. Clara No. 105.

Best Cognac Brandy.

Either Martell's or United Vineyard Proprietors' Brands at $30 per gallon, guaranteed to be as good a quality as any to be had in Buenos Ayres.

Newnham & Yetman,
Mayo, No. 66.

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

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.

Situation Wanted.

A man and his wife wish to obtain situations 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.

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	45½	
Of all stake ——per do——	40	á	46	
Salted ox, 60 lbs. av, per 60 lbs.	41	á	42	
Do. " 63 lbs. and above do.	43	á	45	
" cow 45 to 48 lbs. average do.		á	36	
" " 50 lbs. and above do.	35	á	36	
Horse, salted, each ——	—	á	8	rs.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 ¼ dol. all others 4 p.ct. }				
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	55	
Chinchilla, per dozen——				
Goat——per do——	—	á	—	
Nutria ——per lb——	4½	á	5	
Sheep, washed, fine and ordinary ——dozen	40	á	45	
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.	21	á	22	
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——	26	á	26½	rs.sil.
Do. dirty ——				

MONEY MARKET,

EXCHANGE, England, in currency, 3 3-16d. per dol.
Do. do. in specie 68s. á 68s.6d. per oz.
Do. France, do. do. 87f. per oz.
" Montevideo, 1 per cent. prem.
" Rio Janeiro, 1 á 2 do. do.
" United States 5 per cent. discount.

The highest rate of Exchange upon England during the week, 69s. per ounce, cash.
The lowest, 68s., with 30 days credit.

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

BULLION—Spanish doubloons....	260	á	261
" Patriot doubloons	257	á	258
" Do. Dollars	16½	á	16¼
" Spanish do. & Patacones	16¼	á	17
" Plata Macuquina.....		á	14¼

The highest price of Spanish doubloons during the week 264
The lowest 260
The highest price of Patriot doubloons during the week 259
The lowest 257
Permits for shipping specie, prem. per cent. ¼ 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.	
France......	50 fs.& 10p. cent. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	38 p. 42 cubic ft.	nominal.
Continent.....	£3 10s.&5 p.cent. p. 2240 lbs	30s. & 5 p. cent. p. 2240 lbs.	........none..........	30s. p. 40 ft	nominal.
Spain........	$20 & 10 p. cent. per 2000 lbs.		.........none..........		
United States	¼ ct. &5 p. ct.p.lb.	¼ ct.&5 per cent.	.... none	$4 & 5p.ct.40c.ft.	
Rio Janeiro..	......none	......none	........none	...... none......	3 rls. p. 100 nominal
Havana	......none	......none	........none	...... none......	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor!