BRITISH PACKET AND ARGENTINE NEWS.

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BUENOS AYRES.

We copy from the *Liverpool Chronicle* of 16th March the following interesting article on the

STATE OF EUROPE.

Although we have not, whilst we are writing, received from Paris the official result of the elections in France, we know sufficient to fill us with the most dismal apprehensions for the future destiny of that devoted country. We learn that the three Socialist candidates have been returned for Paris, the other three *moderate* candidates being in a minority. M. Foy, the highest *moderate* candidate on the poll, was several hundreds lower than the least successful Socialist. It is of no use to shut our eyes to this most alarming event. All the hopes of the moderate party are falsified, and that city, which claims to be the most intellectual in Europe, has deliberately chosen three candidates to represent her in the National Assembly who symbolise the principles of ignorance, of terror, and of blood. If Paris is thus lost to all sense of its own dignity and safety, what must we expect from the departments? The telegraphic accounts from some of the departments certainly assure us that some six or seven moderate candidates will be chosen, but we are not very sanguine about the matter. Paris has spoken. This city, the organ and leader of all France, has declared that Carnot, who made himself infamous by his circulars against education, issued in the time of the Provisional Government, is its representative; one of his colleagues is Vidal, who was Louis Blanc's deputy in the Luxembourg folly; and the third, De Flotte, is an officer without character, who was transported to Belle Isle by Cavaignac for his deeds of blood during the June revolution of 1848. It is needless to say that the effect of this election has been to strike consternation in the minds of every rational friend of liberty. It is pretended that the Orleanists have contributed to this result, as they believe that a restoration of the Bourbons can only be effected after the ordeal of another bloody restoration. This we deem perfectly delusive; but view it how we may, more than 120,000 voters in Paris have declared that three persons, whose principles are of the most odious character, are the fit representatives of their deliberate opinions. Of course, credit has received a serious blow. The funds declined three or four per cent; and as no mortal man can conjecture how it will all end, it seems impossible that confidence can be for any length of time fully restored. Well indeed, may the Paris journals ask, To what trials is France yet destined? In the excitement which prevails and the general uncertainty which hangs over the departmental elections, it is quite premature to speculate upon what is likely to happen. A struggle of the most fearful kind is impending, but what shape it will assume, whether the Socialist party will take the initiative, or whether the President, counting upon the army, will again make some offer at a *coup d'état*, remains hidden in the mysteries of the future. The President visited the Place de la Bastile on Wednesday, and the people generally received him favourably. Indeed, every mark of respect was shown to him. In any other country but France we might deduce some probable results from the present crisis, but with our capricious neighbours all speculation is set at nought. France seems on the verge of a precipice, and the world will wait in wonder to see what step she will next take. Of course, the proceedings of the Legislative Assembly, at such a moment, are of little interest: the Education Bill is proceeding.

The Swiss question appears likely to terminate satisfactorily. A vast body of French troops has been directed towards the frontiers, and, as the refugees still in Switzerland were to be distributed throughout the different cantons in the interior, tranquil by would probably be maintained. The success of the Socialists in the Paris elections may, however, give a fresh impulse to the Red Republicans throughout Europe. The appearance of Etienne Arago in Brussels is significant. He is carefully watched by the Government.

The Greek dispute has not yet been brought to a point of adjustment. The Greek Government, admitting that they have been quite wrong throughout, hang back, in the vain hope that Russia and France will interfere to save them from the consequences they have brought upon themselves. Count Nesselrode has written two notes from St. Petersburgh, one complaining about the rights of Russia, but carefully abstaining from interference. The second note, written after the news reached St. Petersburgh that the French had offered their "good offices," is much less insolent than the first. There seems very strong evidence to prove that King Otho encouraged—if he did not actually concoct—the late rebellion in the Ionian Islands; and Lord Palmerston, with the proofs of this treachery in his pocket, is reading his Majesty a lesson which he will not forget. As for the interference of France, much less of Russia, to prevent the English Government from exercising her rights as an independent power, it is all moonshine. Lord Palmerston says he shall keep the detained Greek vessels in pledge until our just claims are satisfied, and not a voice is raised against him in the House of Commons.

Whether the report has been circulated to influence the French elections we know not, but, certain it is, that it is generally stated that the main body of the French troops are to be withdrawn from Rome, leaving a garrison at the Castle of St. Angelo, and another small body of troops at Civita Vecchia. In the meantime the Austrians are forming an entrenched camp near Spoleto. If the French should really retire from Rome, it will be a most important conclusion of their most ill-judged intervention.

The affairs of Cuba have created such a sensation in Madrid that Count Mirasol is about to sail from Cadiz to Havannah, whence he will proceed on an extraordinary mission to the President of the United States. A Spanish legion was being recruited in the provinces for the service of the Pope; and, if the main body of the French troops should evacuate Rome, leaving the people at the tender mercy of the Austrians and Spaniards, it certainly requires no foresight to predict that a fresh revolution will break out.

From Germany we learn that the interim commission of the German empire is to be prolonged for the period of three months, in order to give time for the Erfurt Parliament to organise its powers. The chief article of this additional act provides that the powers of peace and war are not to be exercised with regard to the German States, which are not members of the said Union. There have been some more executions at Arad, but Austria seems generally tranquil. The arrogant tone of Count Nesselrode's notes about Greece indicates that the Russian Government is not much pleased with Lord Palmerston; and the appointment of Count Strogonoff, as Russian ambassador at Paris, is viewed in Turkey with some degree of alarm as hostile to the Turkish interests. In this state of things, some *soi-disant* liberal papers affect to take the part of Russia as against ourselves, but the motives which influence them are too transparent to deceive any one. In the meantime every day brings fresh news from the Duchies of a most unsatisfactory character; and if, unfortunately for Europe, the impulse given in Paris should find sympathy in Germany, we shall have a repetition, in some form, of the events of 1848, and the hostilities between Germany and Denmark will break out more furiously than ever. Count Fugger, a Bavarian artillery officer, has been tried and executed, for having taken part in the late insurrection in the Palatinate.

HOUSE OF REPRESENTATIVES.

In the same sitting in which Dr. Baldomero Garcia delivered the speech published in our last, the bill sanctioning the annual estimates was brought forward. On this occasion, Dr. Lorenzo Torres, on the part of the Committee of Finance, introduced an amendment to the effect that the Executive should be authorized to dispose of all the revenues of the Province without restriction till the pending negotiations with France are brought to a favourable issue, and the reincorporation of the Province of Paraguay to the Republic is finally accomplished. The learned gentleman supported his motion in the following speech—

As Gentlemen have just heard, the Committee proposes by Article II that H. E. the Governor and Captain General of the Province, Brigadier Don Juan Manuel de Rosas, be authorized to dispose of all the funds, revenue and resources of the Province without any restriction whatsoever until the pending negotiation with France be brought to a close.

This article, regarded in its true light, is nothing more than a renewal of the offer which we have ere now made to H. E., when taking the Estimates into consideration in former years, and also on other solemn occasions arising out of the unjust Anglo-French intervention, in which offer we included our persons, property, fame and future welfare.

But as the intervention, although now at an end on the part of England, still continues on that of France, and the latter apparently betrays her ambitious views of conquest if not against both Republics at least against the Oriental, the independence of which we have guaranteed, the Committee is of opinion that it is highly expedient that that offer should be reiterated both in order that it may not be thought that because it was made against the combined intervention it has ceased since France now stands forth singly, and also that by H. E. accepting this offer, it be understood that our resolution is ever the same and that we will repel France alone as we have repelled her in conjunction with England, by disposing of every thing without restriction.

It is highly important, Gentlemen, that whilst treating of resources we should add the clause "without any restriction whatsoever," because as we must anticipate all contingencies, we should authorize the Government in such a manner that according to the circumstances which it may be placed in, it shall not hesitate in the choice of means which being within our own country are naturally subservient to its preservation and consequently at the entire disposal of H. E., without consulting aught else but its necessity and convenience.

It is now a long time, Gentlemen, since we are carrying on at our sole expense the war which the foreigner stirs up against us, taking care of and respecting the property of the foreigner as a thing sacred. We have never made use of it not even for the defence of that same property against the incursions of the predatory indians. But if France, from the presumptuous belief that one Frenchman is worth a thousand men not born in France, wishes to conclude the pending negotiation by forcible means, it is not just, Gentlemen, in order to defend ourselves, that we should except any one. We need no one's aid to defend our native country. But ere the foreigner should trample her under foot we should except no one.

France, in order to continue the negotiation, manifests a necessity for an expedition; she votes millions of francs and whilst thereby revealing to us that she places reliance on force and not on justice excites us also to employ all our means in opposition to her ambitious demands.

For peace we have ever felt disposed. The intervening powers never desired it with that sincerity with which H. E., the Governor and Captain General of the Province, has by every means endeavoured to bring it about. But since France, ashamed of the inefficacy of her blockade and of her armed intervention, wishes now to enter into negotiations accompanied by force, it is just, Gentlemen, that we should fully prepare ourselves, and disposed as we are to repel force by force, that we should spare nothing in the country, nor even the country itself; for if it is necessary to lay the country in ruins to preserve unimpaired our Independence and the National honor; that this may be the issue of the negotiation has ever been the desire of the Argentines.

Pacifically they will meet us disposed to discuss diplomatic questions in a rational manner. But if in discussion they seek not the triumph of reason but that of force, it is useless that envoys should come for in discussion we never yield the triumph to aught else but justice and reason. France has learned this truth since 1838 and the Nations which behold us have also applauded it in the Argentines.

If the French Cabinet will not in its councils hearken to the voice of reason but only to that of force, it is much mistaken in believing that this can alter the sacred oath we swore in July 1816 to be independent of all foreign domination. We will abide by it; and without recognizing in this question any other exigencies than those of our National Independence and Liberty we will sacrifice all that is in the possession or at the command of the Argentine nation.

The Committee on Finance is therefore of opinion that when France forgetting what she owes to a Sovereign Nation, such as the Argentine is, and what she owes to other Nations which observe her proceedings, wishes to continue the negotiation with armed force, the Argentine Republic should also prepare herself and be in readiness to receive her in the same character as that in which the negotiators may present themselves.

The intentions of France in sending out troops to accompany the negotiation may be strictly honest. But this step which alters the *status quo* during the negotiation may be even considered perfidious, because as we can only judge of facts and not intentions, we see by this that faith which should obtain amongst nations violated, because whilst an armistice is existing an innovation is made, and that too in an alarming manner from the introduction of armed troops. This fact, I repeat, presents itself in a most alarming manner, because it violates that faith which is due to contracts between nations, altering the *status quo* of things, and because it implies a fresh attack against the independence of the Oriental State of which we are the guarantees.

To prepare ourselves against this invasion would never be an act of hostility on our part, but the just and necessary defence which we are bound to make as guarantees and even for our own security as Americans and neighbours of the Oriental State.

France, puffed up with the valour of her soldiers and entertaining a very erroneous idea of what Argentines are worth, sends troops, to whom, without on our part desiring the horrors of war, we offer our congratulations on their arrival, in order that they may learn with what tenacity we shall defend the land of our birth, and, also, that European Governments may become aware that their armies from the moment they land upon our shores will give their Commanders the same trouble as the crews of foreign vessels give theirs by their daily desertions, and which the authority of the Argentine Government can alone restrain.

The Committee also propose in Article III that H. E. the Governor shall be authorized to dispose of all the funds and resources of the Province without any restriction whatsoever until the reincorporation of the Province of Paraguay to the Argentine Confederation be accomplished.

This article is no wise in opposition to the overtures made by the Government of the Province of Paraguay for a friendly settlement; because if that Government, free from the foreign influence which led it to commit so many excesses against the Confederation and its General Government is disposed to a settlement reconcilable with the honour and rights of the Argentine Nation, that authorization can present no hindrance to such an arrangement, because it at present implies nothing but a preparation urgently and with the best right demanded by the frequent encroachments which the Government of the Province of Paraguay has made upon that of the Argentine Confederation.

The General Government having promised to make a reply and enter into an arrangement reconcilable with the honor and the rights of the Confederation, will make use of that authorization if it should find it expedient, and will therein meet no obstacle to those pacific views which it has ever manifested, but on the contrary all the necessary liberty to act and compel the Government of the Province of Paraguay to be just, if contrary to its own interest, it should not wish to be so.

The Committee consider that even whilst that overture for peace is still pending, the authorization is essentially necessary because the antecedents of the Governor of the Province of Paraguay oblige us to regard these recent acts with mistrust, and in such a case it is now necessary that either the honourable issue of that overture, or that which force and the good right with which the Argentine Nation has been for such a length of time demanding the reincorporation of the Province of Paraguay, be promptly seen.

Don Baldomero Garcia. The ability evinced in making the so amendments cannot be surpassed. They are a simple and eloquent reply

to the prattle of the National Assembly of France. After so long a period of war we do not feel dispirited; we will again enter into it heart and soul should France so wish it. The amendments proposed by the Honourable Member have that sublime meaning. This is to prepare one's self for war without noise or insult.

Our readers are already aware that the amendment was carried unanimously.

BRAZIL.

The Rio Janeiro journals now before us reach to the 7th May. The yellow fever was carrying off less victims, but many fatal cases still occurred. The number of deaths up to the 18th of April, according to data on which we place the greatest reliance, amounted to *thirteen thousand four hundred persons.*

(*Defensor.*)

ENGLAND.

Nothing shows the advancement of the age more palpably than the marked contrast between the state of public feeling in Europe at the end of last and the middle of the present century. The scenes in France more especially, which followed the first revolution set the world in a blaze, and the devastating wars of Napoleon compelled the nations to act on the defensive. Experience is a bitter but a useful monitor; and our volatile neighbours, when they installed Louis Phillipe on the throne of the elder Bourbons, as also when they expelled him from it. give an example of moderation and forbearance which stands out in fine contrast to their previous excesses. The year before last saw almost every European capital convulsed with revolution, and although the dynasties of centuries tottered on the brink of ruin, the conduct of the people displayed, upon the whole, a very commendable spirit of discretion The long peace which Enrope has been permitted to enjoy has worn out, apparently, the martial spirit that animated the last generation. The feelings of the people of all civilised countries are now bent on social amelioration, and the passion for military glory seems to have become merged in a desire for the triumph of the arts of peace. The unceasing efforts to extend commerce and manufactures have not been without their effects on the character of our own and neighbouring nations, and the free interchange of the commodities of different countries is the best antidote against war and the best security for peace, that human ingenuity could possibly have devised.

Carrying out these views, Mr. Cobden proposed last year to reduce the naval and military expenditure of the country to the standard of 1835, by which a saving of ten millions would be effected. Such a proposition was not likely to be palatable to an assembly composed, for the most part, of parties who either fill offices in the army and navy, or have friends and relatives who fill them. The motion was accordingly pooh-poohed in the most approved Parliamentary style; and the organs of the press, which reflect the sympathies of the aristocratic classes, poured a flood of ridicule and opprobrium on the proposition. But the motion thus cavalierly treated in the House took root in the country, backed, as it was, by an array of facts and figures that could not be summarily disposed of. The discussion provoked inquiry, and laid bare many of the most shameless abuses connected with the administration of the great public etablishments. But the effects of the motion are apparent in the good it has already produced on the Government, which has been *shamed* into a considerable reformation on the score of expenditure. Mr. Cobden finds, in approaching the subject this year, that the finance accounts, as compared with the previous year, show a reduction of £3,400,000,—an item sufficiently astounding to justify the financial reformers in pushing their triumphs to a still further extent. To the Liverpool Financial Association, indeed, the country owes a debt of enduring gratitude, for the zeal and ability with which the cancers connected with our public expenditure have been anatomised, and exposed to the eyes of an astonished world. The compliment which Mr. Cobden paid in the House to this patriotic body will find an echo throughout the empire, for it is undeniable that the telling truths which they have exposed in their publications—the painful, pitiful abuses, and, in many instances, malversation of the public funds which they have brought to light, have done incalculable serviee. That the work of retrenchment may be carried much further, without either leaving the country defenceless or the colonies unprotected, must be the opinion of every one who has paid attention to the component parts of our ingeniously tangled social system. Take one fact mentioned in the debate. An Austrian officer, who visited England on the termination of the conflict with Hungary, was astonished when he saw the number of officers assigned to each regiment. Our regiments, it appears, in this respect, are the laughing-stock of Europe. "Put two English regiments into one," said Mr. Cobden, on the authority of this gentleman, "and maintain only half the present number of officers, still you would have 20 more English officers than are in an Austrian regiment!" The reductions in the army: about which we hear so much, never, by possibility, reach these expensive and superfluous branches of the service. We never hear, amidst hundreds and thousands of the rank and file who are turned adrift, that a general, or a major, or a few captains have been dispensed with. These preserves have been too well guarded hitherto to permit such defilement; but now that public attention is concentrated on the subject, the reform must be made to extend a little higher than the unfortunate pieces of human mechanism who are dressed up to be shot at for a shilling a day.

Nothing seems to annoy English statesmen so much as a comparison between our national expenditure and that of the United States. The care and frugality with which the Ministers of the Union watch over the dollars of the public is gall and wormwood to our reckless financiers. The expenses of our diplomatic appointments are in painful contrast with the economy of theirs. But although the United States have no standing army, and a navy, the insignificance of which curls the lips of our aristocratic blue jackets, there is not a power in the world more feared and respected abroad—a proof that moral influence, whether on the part of nations or of individuals, can be maintained irrespective of a heavy outlay. The fact that the support of the army and navy entails upon the people of Great Britain an expense equal to the whole administrative cost of the American Union, is one deeply to be pondered over at a time when, as the agriculturists tell us, they are staggering under the weight of excessive taxation. With a well-constructed system of management, even Mr. Cobden's estimate of ten millions for soldiers and sailors might be considerably pared down. The steam-engine is a power in the State greater than bone and muscle. With a large fleet of steam-ships belonging to the merchant service, ready to repel attack at sea, if it were threatened,—and with the facilities which railroads afford at home for the immediate transmission of troops to any part of the country where their presence might be required,—the maintenance of our present enormous fleets and armies appears very like spending money for the support of well-born soldiers and sailors.

THE GOVERNMENT BILL FOR IMPROVING THE MERCHANT SERVICE.

The following objections on the part of the Liverpool Shipowners Association to the bill introduced by the President of the Board of Trade, "for Improving the Condition of Masters, Mates, and Seamen in the Merchant Service," have been printed:

First—The bill deprives the British shipowner of that free management of his ships, which, subject only to the reasonable and salutary provisions, of the 7 & 8 Vic. c. 112, he has hitherto possessed, and imposes upon him unnecessary restrictions in the selection and hiring of his officers and crew, and places in the hands of the seamen powers and means of diminishing that moral authority and control of the master which are necessary for the government of his ship.

Second—That the bill invests the Board of Trade with an unconstitutional and unlimited power of making regulations for the management of the British mercantile marine, which regulations are to have the force of laws; that these regulations may be made, altered, or revoked, at the pleasure of the board, when and as often as it thinks fit, without the control of parliament.

Third—That the machinery by which this uncontrolled power is to be carried into operation is of a most unsatisfactory and expensive character; its opperations are to be carried on by—1. Two assistants to the Board of Trade; 2. A numerons staff of shipping masters, deputies, clerks, officers, and servants.

First—As to the assistants. By these two persons all the regulations to be made under the bill will be virtually framed; in their hands will be placed really this unconstitutional power over the whole mercantile marine of this country, the Board of Trade giving only its official sanction. This was admitted by Mr. Labouchere, who stated in his speech in introducing the bill (11th February, 1850) that the Board of Trade were incompetent, through want of knowledge, to undertake the superintendence of the mercantile marine; and this association would ask, is it wise to place perhaps the most important interest in the empire under the control of two persons who, without consultation with parties most experienced, without investigation into facts, upon *ex parte* representations, or of their own caprice, may make regulations vitally affecting the management of that great interest, may make and revoke these regulations as often as they please, producing uncertainty in the law, and the utmost embarrassment, as well to those who are expected to obey it, as to those whose duty it will be to carry it into force?

Second, as to the shipping masters. A staff of these, with deputies and inferior officers; are to be established in the ports of the kingdom, to carry out the bill and the regulations of the Board of Trade; their powers will be principally exercised shortly before and at the time of the sailing of the ship—a period when (in Liverpool especially) all the time and energies of the shipowner and his servants, and of the master and mate, are required in speedy despatch of the vessel (availing of a fair wind) and this association does consider that it will be most inconvenient and unfair to the British shipowner that he, at that time, should be harassed and impeded in the despatch of his ship by the interference of officials, and numerous regulations and restrictions to which foreign vessels, sailing at the same time, will not be subjected. This association foresees that favourable winds will often be lost, and ships detained for weeks afterwards, if any such vexatious system is adopted. The shipping masters and their inferior officers will, doubtless, rigidly insist upon the performance to the letter of the statutary provisions and "board" regulations, and as every one at all acquainted with the revenue departments of the government well knows how officers, in subordinate situations, not unfrequently, and very naturally, endeavour to recommend themselves to promotion, by a rigid enforcement of the law, and the punctilious discharge of their duties, this association cannot but apprehend that such will be the conduct of these new officials; they do strongly protest against the establishment of an additional class of such men in the ports of this kingdom.

Fourth—The bill vests in naval officers and public functionaries abroad the power of holding courts upon complaints (however trifling) to try masters and seamen of merchant ships, the exercise of which power may cause great delay and loss to the British shipowner, and will be unjust to the master and crew themselves, destitute as they will be abroad of all legal advice and assistance.

Fifth—That the expense of the carrying out the bill is to fall upon the British shipowner, now struggling to compete with foreigners, and is the infliction of a new tax limited in amount only by the discretion of the Board of Trade, upon British ships; and it may be observed, hat the direct tax would not be the only burthen; many of the extensive shipowners would ha e to make large additions to their staff of clerks and servants, in order to enable them to comply with the bill, and regulations of the board, and as by the repeal of the navigation laws British shipping has to contend, under numerous disadvantages, with the shipping of other countries, it is unjust to impose upon the British shipowners restrictions and penalties to which the owners of foreign ships are not subject.

Sixth—That the bill is framed upon the supposition that the seamen are unjustly treated by the shipowner, and have no protection; the association, however, contends, and they have reason to believe, that in this view of the case they are supported by the opinion of able functionaries, whose duty it has been to enforce the provisions of the 7th and 8th Vic., that that act does give sufficient protection to the seamen, and if it does not this association will cheerfully acquiesce in such reasonable amendments as may be recommended by such authorities.

PLOUGHING BY STEAM.—A trial in this way was made at Grimsthorpe, on Thursday, the 7th, by Lord Willoughby d'Eresby. The machinery employed consisted of a small locomotive engine with a capstan attached, moving on a portable railway. An ordinary plough, followed closely by a subsoil plough, was drawn by a chain from the capstan, working with perfect precision, and a greater depth and speed than usual. Several gentlemen and farmers who were present expressed a favourable opinion of the experiment.

MARINE LIST.

PORT of BUENOS AYRES

June 1.—Wind N.W.

Arrived, Neapolitan polacre Fortuna, 162 tons, Manuel Fortoridi, from Trapani (Sicily,) 10th January, Malaga 24th February, to Santamaria, Llambi & Cambaceres, with 190 jars salt, 3 boxes shells, 2 bags cork stoppers, 1 jar orange water, 2 boxes wax images, 1 boat, 1000 brooms, 5 casks oil, 4000 tiles, 1 pipe linseed oil, 38 barrels salted fish, 49 bags zumac, 22 boxes and 1½ barrels wine, 4 boxes manna, 3 do. earthen figures.

Passengers—27.

The above vessel from stress of weather lost her rudder on the W. extremity of the Chico Bank on the 29th ult.

Brazilian brig Maria Rosa, 126 tons, Francisco da Costa Carvalho, from Parnaguá 26th April, Buceo 24th ult., to José Marquez Sousa, with 279 tercios and 494 half tercios yerba, 192½ doubloons, 16 half do., 11 sovereigns, 59 gold coins, 50 dozen handspike handles, 4 dozen boards, 3 baskets dry goods.

Sailed, Spanish brig Otelo, 210 tons, Vicente Ricorna, for Havana, despatched by Felipe S-nillosa, with 3423 quintals jerked beef

June 2.—Wind S. S. E., fresh

No arrivals or sailings.

June 3.—Wind S. S. E., in the afternoon changed to S. W.

No arrivals or sailings.

June 4.—Wind S. W.

Arrived, American barque Dragon, 279 tons, Samuel Hutchinson, from Boston 10th April, to Zimmermann, Frazier & Co., with 50 barrels rosin, 50 do. pitch, 140 do. rice, 50 do. rice flour, 30 do. pork, 100 do. lard, 100 kegs nails, 100 dozen brooms, 53,616 feet pine lumber, 25 barrels cloves, 200 bales twine, 20 barrels salt beef.

British barque New Forest, 280 tons, I. Laing, from Rio Grande 27th May, to George Spurr.

June 5.—Wind N. W.

Sailed, American brig Palos, 276 tons, Freeman Hatch, for Boston, despatched by Samuel B. Hale, with 2333 salted ox and cow hides, 2583 dry do. do., 542 dry horse hides, 800 dry slunk calf skins, 1458 salted do., 272 deer skins, 494 bales and 18 bags wool, 47 bales sheep skins, 30 do. hair, 39,470 horns.

American barque James Andrews, 275 tons, French, for Boston, despatched by Samuel B. Hale, with 9697 dry ox and cow hides, 1672 salted do. do., 100 bales wool, 20 do. hair, 24,800 horns.

Swedish brig Gurli, 212 tons, Andrew Jansen, for Buceo, in ballast, despatched by Lezica & Co.

June 6.—Wind N. W.

No arrivals or sailings.

AMOUNT OF PRODUCE Shipped from the Port of Buenos Ayres from 1st to 31st May 1850

	GREAT BRITAIN.	FRANCE.	GERMANY	ITALY.	SPAIN.	HAVANA.	UNITED STATES.	BRAZIL.	TOTAL OF MAY.	TOTAL FROM JANUARY TO APRIL	GRAND TOTAL.
Number of vessels	13	4	4	3		7	7	2	40	194	234
Tonnage	2,542	906	745	682		1,362	1,811	441	8,489	42,811	51,300
ARTICLES.											
Beef, jerked, quintals						28,569		7,751	36,320	159,381	195,701
Do. preserved, tins											
Bones	359,000								359,000	1,531,200	1,890,200
Do. tons.		4							4	194	198
Feathers, bales							6		6	24	30
Do. arrobas										5	5
Hair, bales	169	9	15				50		243	1,151	1,394
Do. seroons	72	41	25				217		355	1,218	1,573
Do. arrobas										151	151
Hide cuttings, bales							134		134	425	559
Do. quintals										10	10
Hides, ox and cow, salted	53,204	10,267	3,747	10,262			7,737		85,217	301,141	386,358
Do. do. dry	150	22,801	26,992	18,279		225	36,202	150	104,799	645,317	750,116
Do. horse do.				487			1,399		1,886	29,218	31,104
Do. do. salted	9,843								9,843	68,012	77,855
Horns ox and cow	23,800	13,880	1,600	9,878			69,044		118,202	813,740	931,942
Skins calf, bales							1		1	21	22
Do. do. dozens							64		64	38	102
Do. deer, bales							3		3	15	18
Do. goat, bales										3	3
Do. do. dozens											
Do. nutria, bales										8	8
Do. do. dozens											
Do. sheep bales		285					150		435	982	1,417
Do. do. dozens											
Do. slunk calf, bales										41	41
Do. do. dozens				9					9	667	676
Tallow, pipes	1,370	1							1,371	6,553	7,924
Do. boxes	2,954	127							3,081	15,252	18,333
Do. seroons										73	73
Wool, bales	83	242	20	24			1,251		1,620	10,096	11,716
Do. seroons	3	40	58	151			103		355	1,961	2,316
Do. arrobas										180	180

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST

For arrivals and sailings of Friday see Marine List.

Date of Arrival.		*Vessels and Captains Names.*	*Tons.*	*Consignees.*	*Destinations, &c*
		NATIONAL.			
Sept.	30	Brig Guillermo, Christian F. Wiegmeyer....	217	Visser, Deetjen & Hughes	Antwerp.
January	27	Barque Guillermo, Schultz.............	245	Bunge, Bornefeld & C....o........	Antwerp
Feb.	21	Brig Narcisa, Martin	236	George Rick & Co..............	Do.
March	16	Brig Vuelta de Obligado, Hermann Paulsen	194	Ambrosio P. Lezica	California
"	28	Brig General Belgrano, Juan Garrido....	302	Santa Maria, Llambi & Cambaceres	England
April	3	Brig Mentor, L. C. Nielsen..............	241	Jacob Parravicini	Rio Janeiro.
		BRITISH			
Feb.	21	Brig Chase, George Norie...............	217	Charles R. Horne.................	England.
March	10	Brig Ottowa, Urquhart.................	250	De Lisle Brothers & Co.	
"	18	Barque Richmond, Harrison Grayson.....	351	Bradshaw, Wanklyn and Jordan	Liverpool
"	19	Brig Legerdemain, J. Trenowth.........	198	Parlane, Macalister and Co..........	
	21	Schooner Volo, Rendell	173	Nicholson, Green & Co...........	London.
"	28	Barque Baronet, Willis................	297	Plowes, Atkinson and Co..........	New York
"	29	Brig Lucy, Robert Wright..............	211	De Lisle Brothers and Co..........	England.
April	1	Brig Janet, Andrew Hunter	191	John Best and Brothers...........	Liverpool.
"	7	Barque Blair, Mordy	332	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.
May	5	Barque Melody, John Hooper...........	252	Hughes, Brothers............	England
"	10	Brigantine May, Millard	233	Parlane, Macalister and Co.........	Do.
"	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...........	
"	18	Brigantine Ulysses, Malzard............	135	Edward Lumb & Co...............	
"	19	Brig Gauntlet, John Presley............	206	Bates Stokes & Co.	Liverpool.
"	21	Brig Eliza, B. Oliphant...............	196	José Coelho Meyrelles............	
"	23	Brig Hibbert, J. McCoy................	259	James Carthy	England.
June	4	Barque New Forest, J. Laing	280	Gerge Spurr....................	
		AMERICAN.			
May	17	Barque Weybosset. J. C. Carter.........	321	Zimmermann, Frazier & Co........	New York.
"	18	Barque Mary Smith, William Smith.....	322	Samuel B. Hale ...	Boston
June	4	Barque Dragon, Samuel Hutchinson.......	279	Zimmermann, Frazier & Co.........	
		FRENCH.			
January	11	Barque Sultan, Demaire	227	Manuel Arrotea	Repairing,
"	13	Polacre Félicité, Vaillard	140	Egg, Krutsh and Co.	Marseilles
April	4	Barque Coriolan, Lamand	219	Blas Despouy	Havre.
"	20	Barque Napoleon, Rabardy..............	227	Thomas Rousse	Havre.
May	4	Brig Lammenais, D'Almeida	215	Llavallol and Sons	Do.
"	5	Brig La Paix, Olivier.................	175	A. Audiffred..................	Antwerp.
"	17	Barque Zilia, Lemettez................	227	Llavallol & Sons	Havre.
"	19	Pol. barq. Nouveau Provençal, Tournaire	205	M. Laplane	Marseilles & Cette.
"	19	Barque Anna, Lecomte.................	247	E. Ochoa & Co.................	Havre
"	21	Polacre barque Chasseur, M. Silvestre....	198	Marius Laplane.	
		SPANISH			
Novem.	19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambacere	
April	28	Brig Lindo, Jaime Ferrer...............	196	E. Ochoa and Co.	Havana.
May	14	Brig Julito, Jose Sensat	236	Llavallol and Sons	
"	19	Brig Corina, José Mestres y Auger	193	Diego Calvo and Sons..........	Havana
"	19	Brig Ferrolano, Santiago Montenegro Villemar	130	Pedro Alfaro....	
		SARDINIAN.			
March	22	Barque Vittoriosa, Vicente Vaccaro......	233	Pietranera, Piaggio and Co.........	Genoa
"	29	Polacre barque Baron Paganini, C. Pleonbi	306	Llavallol and Sons...............	Marseilles & Genoa
April	11	Polacre Lia, Lorenzo Sicardi............	157	Adolfo Mancilla & Co............	
"	15	Brig San Giuseppe, Antonio Tixo........	167	Adolfo Mancilla and Co...........	
"	15	Polacre Pachetto Felice, Juan Bautista Vila	155	Adolfo Mancilla and Co...........	Genoa
"	18	Brig Valentina, Nicolas Manará	127	Lezica & Co.	Rio Janeiro.
May	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................	
"	21	Brig Sabina, J. Pesante...............	230	Vicente Giauello............	
"	21	Brigantine Eleonor, Marcos Ilorchy......	134	Adolfo Mancilla, and Co.	
		PRUSSIAN.			
March	24	Barque Albatross, Stowhows............	300	Freyer Brothers	New-York
"	29	Barque Friederich, John Christian Stormer	299	Freyer Brothers	Continent
		TUSCAN.			
Feb.	20	Brigantine Romúlo, Desuturich..........	121	Piaggio, Pietranera & Co..........	Hamburg.
May	26	Polacre Romulo, Peter Sheppard........	180	Adolfo Mancilla and Co............	
		BELGIAN.			
May	20	Brig Infatigable, A. Cordier	242	Vicente Casares & Sons	Antwerp.
		NEAPOLITAN.			
Feb.	14	Brig Italia, Antonio Castellano	361	Corti, Francischeili andCo..........	Antwerp.
June	1	Polacre Fortuna, Manuel Fortoridi........	162	Santa Maria, Llambi & Cambaceres	
		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..........	
June	1	Brig Maria Rosa, Francisco da Costa Carvalho	126	Antonio Marquez Sousa...........	
		LUBECK.			
April	9	Brig Nautilus, Steffens..................	246	Zimmermann, Frazier & Co.......	New York.
		DUTCH.			
Feb.	16	Brig Witte Leeuws, J. F. Brardt	172	Calvo and Sons	Antwerp.
		HAMBURG.			
January	16	Brig Adolph, B. Bohn	188	Richard Suston, Jun.............	United States.
April	9	Brigantine Atlantic Ocean, Nagel	160	J. N Bieber & Co....	New York.
May	23	Brig Wilhelmine, Hansen	210	J. N. Bieber & Co................	
		BREMEN.			
Feb.	15	Brig Phœnix, Diercks...................	220	Visser, Deetjen & Hughes	United States.
April	30	Brig Basserman, Larson..........	180	Wedekind & Co	
May	14	Brig Sauser, Hassen..................	200	Bunge, Bornefeld & Co............	New York.
		NORWEGIAN.			
Feb.	10	Barque Tonsberg, Nielsen	418	Vicente Casares and Sons.........	
May	17	Barque Balder, C. Andersen	220	P. E. Hartenfels Sons	New York
		SWEDISH.			
April	28	Brig Ariel, L. P. Aberg............. ...	367	Zimmermann, Frazier & Co	Antwerp.
May	25	Brig Agathon, J. E. Namod..............	278	Vicente Casares & Sons...........	
		DANISH.			
March	21	Brigantine Union, Schmidt....	165	Freyer Brothers............	Antwerp.
May	14	Brig Johan Friedrich, L. Barfied.........	167	Charles R. Horne........	Cape Verds
"	17	Brigantine Gramm, Bandk	127½	Otte, Rosenthal and Co.	
"	22	Lugger Corrynthianer, H. P. Krag........	169	Antonio Romaguera..............	
		AUSTRIAN.			
May	18	Polacre barque Mobile, J. Pesely........	380	Manuel Lopes & Co.	New York.

FOREIGN VESSELS OF WAR IN PORT.

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

Steamer Archimedes, Commander Bigeault.

June 7.—Wind N.N.W., in the afternoon changed te N.N.E.

Sailed, American steamer Northerner, 1004 tons, Robert H. Watterman for Valparaiso, Panama & California, in ballast, despatched by Zimmermann, Frazier & Co.

Spanish polacre Antilla, 150 tons, Eleonor Millet, for Havana, despatched by E. Ochoa & Co., wiih 3100 quintals jerked beef, 500 horns, 85 dry ox and cow hides, 25 boxes tallow, 4 half pipes salted tongues.

Brazilian steamer Continentista, 137 tons, Justino da Silva Coutto, for Buceo, despatched by Ramon de las Carreras, with 3 boxes, 14 bales, 43 bags and 53 rolls merchandize.

In the list of foreign vessels in port published in our last number we gave the destination of the Johann Friedrich for China, in consequence of information obtained from parties who it appears are not concerned in that vessel. Our attention having been called to the fact we now give in the proper place her destination as obtained from the Charterers of said vessel.

The British brig Charles, 190 tons, J. Esnouf, which arrived at the Salado in January last, having loaded a cargo of produce, cleared at the Custom House on 4th inst., for England, despatched by De Lisle Brothers & Co., with 6500 salted ox and cow hides, 150 pipes tallow, 11,650 horns, 14,200 bones.

The following omission occurred in our last—
May 26—Sailed, Hamburgh brig August & Julius, 164 tons, C. H. Fetterlein, for Rio Janeiro, despatched by Freyer Brothers, with 4036 quintals jerked beef, 150 dry ox and cow hides, 29 boxes merchandize.

The Prussian barque Wilhelm and Sardinian zumaca Sacra Famiglia are now under the national flag. The former is now called the Guillermo; the latter is engaged in the coasting trade and is now called La Pasion.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
May 20,	Plata,	E.,	midnight.
" 22,	Ambiorix,	S.S.E.	7 A.M.
" "	Melitta,	N.W.	3-30 do.
" "	Ada,	S. by W.,	noon.
" "	Camoens,	S.S.E.,	4-0 P.M.
" "	Falmouth.	S.,	4-30 P.M.
" 23,	Ciniscа,	S.	4-0 P.M.
" "	Cazador,	S. by W.,	5 0 P.M.
" "	Eudora,	N.W.,	8-30 P.M.
" 24,	Wilton Wood,	W.,	9-30 A.M.
" 25,	Barceló,	W. by N.,	10 A M.
" "	Catherine Ewan,	W.N.W.,	noon.
" 26,	Juanita,	W. by N.,	1 0 A.M.
" 27,	Creole,	N.W.byN.,	3-0 A.M.
" "	Augusta,	N.W.,	3-30 A.M.
" "	Marvel,	N.N W,	noon.
" 28,	Choice,	N.W byN.,	8-0 A.M.
" "	William Tucker,	North,	2-30 P.M.
" 29,	Emprendedor,	N.N.W.,	5-0 A.M.
" 30,	Leocadia,	S.W.,	9-0 P.M.
" "	Soleil,	S.W.,	9-30 P.M.

The arrivals from foreign ports during the last month have been as follows:—France 7; 1 merchandise, dry goods and furniture; 1 merchandise, bricks, furniture and toys; 1 merchandise, bricks, furniture, perfumery, provisions and clothing; 1 merchandise, bricks, naval stores, toys, provisions, dry goods; 1 liquors, pickles, oil, perfumery, bricks, mortars, earthenware and cork; 1 merchandise, dry goods, provisions, paper, perfumery, bricks and earthenware: 1 liquors, hardware, merchandise, &c.; Lisbon 1 salt; St. Ubes 1 salt; Cape Verds 1 salt; Liverpool and Cape Verds 1, coals and salt; Cadiz 2; 1 salt, wine, matting, olives &c., 1 salt; Other Spanish ports 3; 1 specie, wine, brandy, matting and provisions; 1 wine, brandy, paper, twine and provisions, 1 in ballast with specie; Havana 1 brandy, wine, sugar, molasses, and specie; Genoa 4; 1 flagstones, provisions, paper, furniture, dry goods; 1 flagstones, provisions, oil, merchandise and soap; 1 cordage, tiles, marble, provisions, paper, merchandise, brooms, silks and perfumery; 1 tiles, perfumery and earthenware; England 5; 3 merchandise, iron, coal, hardware, earthenware; 1 dry goods, iron, coal, hardware, cristals, merchandise, twine and flagstones; 1 merchandise, naval stores, coal, bricks and specie; Brazil 9. 1 salt; 2 sugar; 1 tobacco, sugar, preserves and other provisions; 1 yerba, fire wood and rice; 1 fire wood, yerba, sugar, rum and other provisions; 3 unknown, (Eleonor, Corrynthianer, Pelicano,) Hamburg 3 merchandise, lumber, gin, coal, starch and other provisions; United States 3; 1 lumber, naval stores, provisions and merchandise; 1 matting, hardware, provisions and specie; 1 in ballast; Montevideo 1 in ballast with passengers, Buceo 2; 1 lime; 1 in ballast; war vessels 3. Total 47.

The sailings during the same period, besides the 40 vessels which have proceeded hence for different ports laden with native produce as shown in the annexed statement, have been as follows:

Valparaiso 1 in ballast, Valparaiso and California 2; 1 lumber, 1 lumber and preserved meat; Brazil 3; all in ballast; Montevideo 1, in ballast; Buceo 5, 3 foreign produce, 1 salt, 1 in ballast; War vessels 3.

Vessels sailed with cargoes of native produce..............................	40
Do. do. laden wholly or in part with foreign produce	6
Do. in ballast............................	6
War vessels	3
	55

The British schooner Spirit, 163 tons, Pinctres, master, which sailed hence for the Salado on the 12th ult., cleared at the Custom House on the 4th inst., for New York, despatched by Nuttall & Co., with 8016 salted ox and cow hides, 4030 dry do. do., 6000 horns, 8000 shin bones.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday..................................	54
Sunday....................................	50
Monday....................................	46
Tuesday...................................	45
Wednesday.................................	48
Thursday..................................	50
Friday....................................	50

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 7th ult.

National..................................	6
British...................................	23
American..................................	3
French....................................	10
Spanish	5
Sardinian	12
Brazilian	4
Lubeck	1
Prussian	2
Bremen	3
Norwegian	2
Belgian	1
Dutch.....................................	1
Hamburg...................................	3
Danish....................................	4
Tuscan....................................	2
Neapolitan	2
Swedish	2
Austrian	1
	87

Advertisements.

Notice.

MR. JAMES MASON, Brush Maker, begs to inform the public that he has removed his establishment to No. 263 Calle San Martin, (formerly Cattedral) where he hopes by steady attention to business, still to merit a share of public patronage. At *MOORE'S* Saddlery No. 90 Calle la Merced all kinds of brushes are for sale and orders received for the said brush manufactory.

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

For London,

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

FOR 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.

The fast sailing, new, A. 1. Norwegian barque "*BALDER,*" 220 tons, Capt. C. Andersen. This fine vessel being on her first voyage, has the greater part of her cargo engaged, and will meet quick dispatch, her accommodations for passengers are excellent.

Consignees Messrs. P. E. Hartenfels Sons.

For New York.

—Passengers only—

The new A. 1. Hamburg brigantine "*ATLANTIC OCEAN,*" has excellent accommodations for cabin passengers.

Consignees Messrs J. N Bieber & Co.

FOR NEW YORK.

PASSENGERS ONLY.

The splendid, new, A.1. Bremen brig *SAUSER*, 200 tons, Capt. Hasse. has excellent accommodations for cabin passengers.

Consignees Messrs. Bunge, Bornefeld & 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. British barque "*BARONET,*" 297 tons, Capt. Wm. Wylie, having engaged a large proportion of her cargo, can still take on freight dry hides and bales—this vessel has splendid accommodations for pasengers.

Consignees Messrs. Plowes, Atkinson & Co.

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, Accommadations are first-rate for passengers.

Consignees Messrs. Zimmermann, Frazier & Co.

FOR RIO DE JANEIRO.

The superior National brig *MENTOR*, 220 tons, Cap. L. C. Nielsen.

Consignee J. Parravicini, Esq.

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 ANTWERP.

The clipper built A. 1. Belgian brig »*INFATIGABLE,*» 242 tons, Cap. A. Cordier, will meet quick dispatch.

Consignees Messrs. V. Casares & Sons.

FOR HAMBURG,

The clipper-built A. 1. Tuscan schooner brig »*ROMULO,*» 121 tons, Capt. Desuturich. This vessel being on her first voyage can admit 1000 dry hides on freight.

Consignees Messrs. Pietranera, Piaggio & Co.

For San Francisco,
California.

The very superior French ship

Sultan,

of 227 tons,
Captain F. Demay,

Can take passengers in the Cabin and Steerage for San Francisco, and has splendid accommodations for both.

Also, will admit cargo on freight on reasonable terms.

For Freight or Charter.

To any Port.

The A. 1. Hamburg brig »*WILHELMINE,*» 210 tons.

Consignees Messrs. J. N. Bieber & Co.

The A.1. new Norwegian barque *TONSBERG.* 418 tons.

Consignees Messrs. V. Casares & Co.

The A.1. Danish lugger »*CORRYNTHIANER*» 169 tons.

Consignee A. Romaguera, Esq.

FOR FREIGHT OR CHARTER TO ANY PORT OF BRAZIL.

The superior Sardinian brig »*SABINA,*» 230 tons.

Consignees Messrs. A. Mancilla & Co.

For the foregoing vessels apply to

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

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig »ANNE,» 179 tons, Harley. commander. Is a small carrier, and having already a considerable portion of her cargo contracted for will have quick despatch.

Consignees Messrs. De Lisle, Brothers & 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 has only room for a few boxes of tallow. 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. Is now loading and has only room for hides and light freight.

Consignees Messrs. Nuttall & Co.

For Liverpool or London.

British brig »SUSAN,» 183 tons, R. Law, commander, a regular trader and a favourite vessel, may have room for tallow.

Consignees Messrs. Briscoe & 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 »*ANNA,*» 247 tons, Lecomte, commander. Having a considerable portion of her cargo engaged, is warranted to have immediate despatch, her accommodations for passengers are very elegant, and is in all respect a most desireable opportunity.

Consignees Messrs. E. Ochoa & Co.

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

Consignees Messrs. Blaise Déspouy.

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.

French barque »ZILIA,» 227 tons, Lemettez, commander, having a great portion of her cargo engaged, and being one of the packets of the line is guaranteed to have quick despatch, her accommodations for passengers are most elegant.

Consignees Messrs. J. Llavallol & Sons.

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 Antwerp.

French brig »*LA PAIX,*» 175 tons, Olivier, commander. Has positively engaged two-thirds of her cargo, and warranted to have quick despatch, this vessel is only three years old and a fast sailer.

Consignee A. Audiffred, Esq.

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 Marseilles & Cette.

French polacre barque NOUVEAU PROVENCAL, 208 tons, Tournaire, commander, has already one half of her cargo engaged, and will be despatched about the middle of June next, her accommodations for passengers are excellent.

Consignee M. Laplane, Esq.

For Freight or Charter.

British Schooner »Ulysses,» 137 tons, G. Malzard, Commander, A. 1. at Lloyd's and Jersey built, is without exception one of the finest and fastest little crafts in the port, and will soon be ready to receive cargo.

Consignees Messrs. E. Lumb & 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 Recouquista.

May 25, 1850.

Port Wine,

In whole, halves, quarter pipes and boxes, for sale at reasonable prices, No. 68 Calle Santa Rosas, (formerly Universidad.)

For Antwerp.

Passengers Only

The very superior, new, and remarkably fast sailing A. 1. Neapolitan brig

"Italia,"

361 tons register,
Capt. Ambroggio Castellano,

Has nearly completed her loading and will be despatched in four or five days, weather permitting. She has excellent accommodations for passengers, and has still some berths disengaged.

For terms apply to the Master at the Globe Hotel, to the Consignees Messrs. Corti, Franciscelli & Co., or to

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

June 1st, 1850.

For Liverpool,

The regular, trading and very superior A. 1. British built brig

Gauntlet.

by register 206 tons,
John Presley, Master.

Has a portion of her cargo engaged, and will have quick despatch. For freight of the remainder, or for passage, having comfortable accommodations, be pleased to apply to her Consignees Messrs. Bates, Stokes & Co., or to

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

June 1st, 1850.

For Freight or Charter.

The very fast-sailing, first-class, British built barque

DYSON,

267 tons register,
Robert Cummings, master.

Will be ready to receive cargo on board within a few days, and will accept a Charter on mderate terms.

For further particulars be pleased to apply to her Consignees, Messrs. Nicholson, Green & Co., or to

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

June 1st, 1850.

For Havre de Grace.

The well-known, regular trader Packet Barque

Napoleon,

227 tons, N. Rabardy, master.

Has all her cargo engaged and shipping, and wil be despatched within a few days

The accommodations of this superior vessel, are very excellent, and persons desirous of making a comfortable and pleasant passage to Europe, will do well to avail themselves of the opportuuity.

For terms of passage, apply to Capt. Rabardy, Hotel de Paris, to the Consignee Monsieur Thomas Rousse, or to

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

June 1st, 1850.

To Let,

The lot of land situated on the corner of Calles Mayo and Temple, 30 feet on the front of Mayo, and 60 feet depth on Temple, surrounded by a brick wall on both streets, it is well adapted for a deposit of wood and coal, or water carts. For terms please apply at No. 2, Calle Merced, at any hour.

June 8, 1850.

FOR ANTWERP,

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

"Narcisa,"

236 tons register,
Capt. Andrew Martin,

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

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

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

April 5, 1850

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.

Notice.

The Partnership hitherto existing in this city and Montevideo under the firm of Zumaran & Tresserra having expired by contract, the liquidation of all outstandings will be settled by the respective partners of said firm.

Buenos Ayres, May 31, 1850.

Zumaran & Tresserra.

Grape Vines,

A few Mulberry Trees (morus nigra,) and Box Edging, may be had at the quinta, Calle del Temple, No. 333.

Just Received,

Per »May,» from Liverpool, and for sale at D. FLEMING'S, 17 Calle la Defensa, a varied assortment of black and coloured children's shoes, with ankle bands. Likewise an assortment of men's fine calf Blucher boots, with a few pairs of Prince George cloth boots, half boots, Blucher and Albert's of patent leather.

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 may be had at 64 Calle Mayo, and at the English Library, 20 Calle San Martin.

June 3, 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.

ADVERTISEMENT.

A Room and board may be had for a single gentleman, in the House of a small, respectable family, in the center of the City. All necessary conveniences included. A note addressed to A. B. C. and sent to 59 Calle Mayo, will meet with attention.

For Sale,

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

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.

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

Martell's Brandy
United Vineyard Proprietors' Marquets.
Gin in casks and bottles
} Of superior quality in casks and bottles.

Port Wine in quarter casks
Do. in cases
Sherry Wine in ½ & qr. casks
Do. in cases
} Of various Vintages.

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.

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, long black—lb—	7	á	8	
» white —do—	—	á	—	
HAIR.—Duty, 4 per cent.				
Horse, short —arroba	39	á	40	
» mixed—do—	44	á	52	
» 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, 27½ to 30 lbs. average, per 35 lbs.	52	á	54	
Matadero, country, 25 to 30 lbs.av.	48	á	52	
For Spain, per 35 lbs—	47	á	48	
» North America, per do—	46	á	47	
Of all stake —per do—	40	á	46	
Salted ox, 60 lbs. av, per 60 lbs.	42½	á	43	
Do. » 63 lbs. and above do.	44	á	47	
» cow 45 to 48 lbs. average do.	36	á	37	
» » 50 lbs. and above do.	36	á	37	
Horse, salted, each—	8	á	8½	rs.sil
» dry —do—	12	á	13	
HORNS—Duty, 4 per cent.				
Ox—thousand	900	á	1000	
Cow—do—	200	á	250	
JERKED Beef—Duty, 4 p. ct. qql.	—	á	-	
SKINS—Duty, calf 1 dol. each } slunk calf ½ dol. all others 4 p.ct. }				
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	56	
Chinchilla, per dozen—				
Goat—per do—	—	á	—	
Nutria —per lb—	5	á	5½	
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	17	á	18	
Do. melted, 1st class, do.	27	á	28	
Do. pure, 2nd class, do.	24	á	25	
Grease and tallow —do.	22	á	22½	
WOOL.—Duty free.				
Ordinary, washed —arroba	33	á	36	
Do. dirty —do—	16	á	18	
Mestiza, washed —do—	35	á	40	
Do. dirty —do—	18	á	22	
Fine, washed—do—	50	á	65	
» dirty —do—	28	á	38	
Cordova, washed—	26	á	26½	rs.sil.
Do. dirty —				

MONEY MARKET.

EXCHANGE, England, in currency, 3½ 5-16d. per dol.
Do. do. in specie 69s. á 69s. 6d. per oz.
Do. France, do. do. 86 á 87f. per oz.
" Montevideo, no transaction.
" Rio Janeiro, 2 per cent. prem.
" United States 5 á 6 per cent. discount.

The highest rate of Exchange upon England during the week, 69s. per ounce.
The lowest, 68s. per oz. 60 days credit.

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

BULLION—Spanish doubloons....	254	á	255
" Patriot doubloons		á	252
" Do. Dollars		á	16
" Spanish do. & Patacones		á	16½
" Plata Macuquina.....		á	14½

The highest price of Spanish doubloons during the week 256
The lowest 254
The highest price of Patriot doubloons during the week 253
The lowest 251
Permits for shipping specie, prem. per cent. ½ 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. } per 2240 In pipes 30s. } lbs.	Wool 22s. 6d. Hair 25s.	nominal.
France.......	50 fs. & 10p. cent. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	38 p. 42 cubic ft.	
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