BRITISH PACKET AND ARGENTINE NEWS.

(No. 1241.) BUENOS AYRES, SATURDAY, JUNE 15, 1850. [*Established in 1826.*]

BUENOS AYRES.

Although nothing positive has yet transpired th regard to the momentous question upon ich diplomacy has been for some time enged, yet, it is proper to state that an impresn is pretty generally entertained that, if a isfactory understanding has not already been me to, matters are in a fair train of early tlement. We can not undertake to say w far this idea is warranted, but we have iformly been of opinion that, provided the e substance of the Hood convention were ft unimpaired, and the conciliatory spirit of e Argentine Government were honestly met that of France, all difficulties with respect the form of the arrangement would be evenally overcome.

The statement we gave of the guns of the ssels composing the National flotilla is, it pears, inaccurate.

The following is, we are informed, correct.

Brigantine "Julio," 12 guns, Col. José Maria nedo.

Brigantine "Mayo," 6 do. Capt. Luis Cabassa.

Steamer "La Merced," 2 do. Lieut. Alvaro sogaray.

Schooner "Santa Clara," 8 do. Lieut. Thomas raig.

Schooner "Chacabuco," 5 do. Lieut. Mariano ordero.

All the above guns have percussion locks and e sum total of the crews is 405 men.

We conceive it to be a duty incumbent upon to call attention to the advertisement published in another column in regard to the English Parochial Library, established at No. 64, Calle Mayo.

This establishment has originated, we are informed, with a few benevolent individuals who esirous of providing greater facilities of information and improvement to the British community generally and to the working classes in articular, have each liberally contributed a andsome sum towards a fund for the purchase f books. The English Parochial Library now omprises upwards of 700 volumes in the several departments of Antiquities, Science, Theology, Ancient and Modern History, Biography, Voyages and Travels, Natural History, Poetry, Essays, Tales, Novels, &c., &c. The number f books will be progressively increased; it eing stated in the advertisement that "the subcriptions will be applied to the purchase of ew works." Besides a large collection of vorks by English authors we find in the atalogue some by Bancroft, Washington Irving and Prescott; and translations of others y Plutarch, Tasso, Schiller, Rollin, Froissart, Feuerbach, Guizot, Lamartine, Humboldt, &c.

It is our hope that this institution may meet with that support from the foreign residents in his city, which it is our opinion all institutions f this nature are entitled to from the beneficial ffects which they necessarily exercise upon he community.

ENGLAND.

Although the French elections of the 10th of March have not been followed by so decided a change in the Ministry as had been at first contemplated and attempted, and although the panic caused by the triumph of the Socialists in the capital has been mitigated by the success of Conservative candidates in some of the Red departments, yet these events have produced a powerful effect on the political state of the Republic.

The ministers have not resigned, with the exception of M. Ferdinand Barrot, whose retirement was caused by another incident; and he has been succeeded by M. Baroche, who is chiefly known for his legal activity in the conduct of government prosecutions.

But the whole position of the Ministry and of the President has been materially altered. The nominal structure of the Cabinet and the personal responsibility of the Administration remain the same for the present; but its powers are avowedly exercised under the control of a directing Council, which does in reality determine, at this crisis, the highest questions of political interest.

The President has again made a vain effort, not unaccompanied with a sacrifice of his personal objects, to obtain the active and direct support of the chiefs of the Moderate party; but, although M. Molé, M. Thiers, M. de Broglie, M. Berryer, and their friends, persist in withholding their personal services from the State in the capacity of Ministers, they have agreed to act in concert with each other and with the President as a a sort of Committee of Public Safety during the present alarming position of the country.

To this extraordinary body the laws of a repressive character which are about to be proposed have been referred; and they will not be presented to the Assembly by the titular Minister until they have received the unqualified assent of these counsellors.

In a constitution as anomalous as that of the French Republic, and as widely distinct from our own notions of constitutional government and Ministerial responsibility, we can find no sufficient ground to criticise any distribution of power which may serve to meet the exigencies of the times.

But we confess that we entertain doubts of the efficacy or duration of a system which screens the looseness of its composition by an evasion of the public duties of Government, and seeks to sanction, by a sort of anonimous authority, measures which the Ministers of the State have not the strength to carry in their own names.

Nor can we conceive any honest government in a free State in which the real advisers of the Executive do not assume their full share of responsibility. Perhaps, in reality, no one gains more real influence by such an arrangement than the President himself, inasmuch as, whilst every one is consulted, the decision remains with himself alone.

The measures which have been suggested or discussed by these unusual and rather unconstitutional methods are not of a nature to remove our doubts. They will shortly be laid before the National Assembly, and may command the assent of an alarmed majority, but we apprehend that they will go far enough to increase the influence of the revolutionary Opposition, without venturing to go so far as to crush it altogether, if indeed that were by any possibility to be accomplished in the present state of France. Fiscal restrictions on newspapers—a further limitation of the right of public meeting, even for the purposes of elections—prosecutions of the press for political offences, which juries refuse to punish—a restriction of the suffrage to citizens who have passed the age of 25, or have lived a year in one township—and even a prolongation of the powers of the President and the present Assembly, are not measures which will change the face of the country. The last expedient would amount to a *coup d'etat*, and is a direct violation of the constitution; the former measures are indirect but real infractions of its spirit, but none of them would supply the indispensable need of confidence in the Government, obedience to the laws, faith in the constitution. The danger would be augmented without any adequate addition to the means of defence.

(*Times*, March 22d.)

We may not be contented with all the results of 1848 and 1849, still less with the part played in the events of these years by men and by monarchs; we may deeply regret that the large and important portion of Europe, which some "fortuitous congregation of atoms" has collected under the Austrian sceptre, has not acquired from these events some hope at least of political and social amelioration; we may deplore that Italy, having awakened to the necessities, the freedom, and the independence of the 19th century, has been flung back to the *régime* of the 15th.

We may somewhat console ourselves, however, by reflecting, that if the events of these years have not everywhere secured liberty, they at least guarantee peace. If a war of any magnitude did not spring out of the catastrophes and danger of 1848 and 1849, such a war, we may safely conclude, will never spring up. These years have had no one more striking result than to tame down and extinguish every fiery particle in the breast of the nation most prone to warlike impulse, and most able to gratify it. We always supposed that the elder Bourbons and Louis-Philippes held the war-spirit of France like a lion in cage. The revolution destroyed the bars of that cage; the lion walked forth, and has proved a surly, irritable, and self-tormenting animal, but one that vents all its rage on himself. To other powers he is as docile and as little provoking as the tamest of domestic animsls. Even French rivalry towards England has disappeared. Secure of continental alliance, and desirous of spreading the root of Bourbon influence, France was seriously developing her naval strength, and colonial rivalry with us. But 1848 has put an extinguisher upon France's naval ambition, upon her colonial aspirations, and upon her dynastic *cosherings* with absolutism.

If France has thus ceased to be formidable or quarrelsome, Russia has proved little less so. In 1847 she was overflowing with gold and martial spirit; 1850 shows her to be poor and mendicant as ever, whilst the Hungarian campaign, the result of more intrigue than fighting, shows her to be anything but invincible. Russia, indeed, may have grown more formidable to Turkey; but whatever force her despotic power may have gained by the absorption of the Principalities, and by reducing Austria to be her servitor, has been fully counterbalanced by the creation of an independent, free, and constitutional kingdom in the north, willing and able to counteract Russian influences and ideas, not so much by war, but by attitude, by freedom, and by example. A good understanding between the three great defensive and constitutional powers of Europe—England, France, and Prussia—must henceforth, and without any set or written alliance, imperatively secure and enforce the peace of Europe.

The partisans amongst us of high war expenditure and preparation seem fully convinced that such are the results of the last two years, and consequently they admit that we are not threatened with any serious rivalry, any patent or foreseen cause of war. They make this up, however, by the theory, that war is a product of chance, not calculation; that it is liable to spring up from an accident, or collision, and that although our prudence may avert any serious, regular, or open approach to hostility, yet a spark or a brawl may precipitate the country into a war that policy would never have provoked or contemplated.

Now, we must deny altogether this view of national quarrels, or their probability. When such sentiments existed as great national rivalries, kept alive by mutual ignorance, in times when there was neither a press to correct, nor commercial nor other intercourse to counteract such feelings, it was then easy for a king, or a minister, or a royal mistress, either to kindle war of itself, or take advantage of some trifling incident to precipitate hostilities. Such people were not arrested then by considerations of either humanity, expenditure, or risk. Now, however, there is a public opinion every where, as well as public control. War is a thousand times more costly, and a thousand times more open to great results. More crowns are staked thereon, than martial staffs are won. We defy any Princes or people to play capriciously at such a game. And yet pretexts are each day abundant occurring for war, if war was desired. Each week and month comes fraught with accident, collision, misunderstanding. And what do they all end in?—the smoke, not of cannons, but diplomacy. A contemporary tells us that if the Emperor Paul reigned in Russia at present, we should have had war. We beg to say the Emperor Paul would not be allowed to reign in Russia. Despotic as well as constitutional countries have their remedies, though perhaps different ones, against insane monarchs and suicidal policy.

Mr. Cobden, therefore, will feel no qualms in prosecuting his measures for reduction of expenditure. If it be admitted that we need no longer spend eighteen or twenty millions to meet the threats and the designs of war from a colossal rival, it cannot be sustained that we are still to expend these twenty millions in order to protect us from the dangers arising from accident or collision. In that state of general politics in which war is by every power and on every side so reluctantly contemplated, there is not the least fear of trifles or unforeseen accidents producing it.

Having thus met the diurnal argument of the *Times* for keeping up the present high pressure of taxation, let us continue our refutation of another advocate who has risen in the same cause. We mean Mr. Norman. After pleading our increased ability to bear taxation, compared with former times, Mr. Norman seeks to show how much lighter our fiscal burdens are than those of the French. This is but little consolation, even if proved. But it is far from proved.

Mr. Norman calculates that the French paid about £1. 8s. per head in 1816 and 1817, and that they paid £1. 13s. even previous to their late revolution. Whilst we, having an expenditure of fifty-two millions for twenty eight millions of people, pay but £1. 17s. a-head. But, to compare our expenditure with the French, we should add our poor rate, county rate, with our expenses in raising the revenue; nay, we should add the income of our church, and universities, and tithes, which all come out of the French budget. We will omit these last; but, adding local taxation, our expense in collecting revenue—we raise our fifty-two millions to seventy. This upon twenty-eight millions of population would give £2. 10s. a-head. But then again it must occur to every one, that Ireland does not pay its own expenses, and that consequently the burden of taxation must be apportioned out to the eighteen or twenty millions of Britain, which, if Mr. Norman will calculate, shows something much more like £4. a-head, as the rate of English taxation, than £1 17s.

To calculate, moreover, the comparative weight that is imposed upon the Englishman and upon the Frenchman, we should also take into account *how* it is borne. Of the 54 millions of which the French revenue consisted in 1847, *one half* was raised by direct taxes or stamp duties on the transfer of property. Therefore the French owner of property, and especially of landed property, does certainly pay more to the state than the English landlord or capitalist. But, on the other hand, the industrious and earning Englishman pays three and four times more, even according to his means, than the industrious and earning Frenchman.

Will Mr. Norman draw from these premises the conclusion that our commercial and industrious classes ought to be reconciled by the example of France to the present amount and the present system of taxation?

(*Daily News.*)

THE NEWS FROM CALIFORNIA—THE NEW SPIRIT OF THE AGE.

New York, April 6,

This metropolis was again startled yesterday by the arrival of the steamships Cherokee and Empire City, bringing us later news from San Francisco, and intelligence of a very extraordinary and remarkable character, in reference to the progress of society, government, trade, commerce, mining, and civilization, in that new territory on the Pacific. The mails by the Cherokee are larger than those which used to reach New York from Liverpool, when Steamships first started across the Atlantic, nearly thirty thousand letters having been received by the Cherokee. These vessels brought about two hundred passengers, and the sum of two millions in gold dust. Every month tends to increase the movement in the California trade, and creates additional surprise on the public mind. Scarcely two years have elapsed since the annexation of that country to this republic, and already a trade and emigration have sprung up equal to what it required centuries to produce between Europe and America, on the first discovery of the latter by Christopher Columbus.

This extensive trade has leaped into existence as it were in a day—rivalling any of the miracles and enchantments of Arabian tales. In our columns, to-day, will be found full and ample details of the news.

The arrival of a California steamer naturally leads the mind to inquire what is doing in Washington in relation to that territory. Within the last three days a very important discovery has been made in the Senate of the United States. Mr. Webster, who never speaks unless when he has something to say, is entitled to the honor of the discovery. He has just ascertained that Congress has been four months in session without transacting any business, and the thought has occurred to him, and perhaps to a few others, that it is time to look around and see if they cannot proceed to work, and pass a law or two before the session terminates. This is a very lucky thought, and the country will thank Mr. Webster for the discovery, which is in some respects equal to the finding of a new *placer* on the Sacramento or St. Joaquin.

It is really time for Congress to see if they cannot do something in the way of settling the slavery question, and proceed to business, and commence the great movements which this vast confederacy has before it during the next half century. Mr. Calhoun is dead and gone. No man in the South can occupy his place. That section of the country has a number of great little men; but nothing else. Some of the Southern members declare that they will oppose the admission of California by itself, by every parliamentary method, thereby meaning an interminable calling of the yeas and nays; but we doubt whether there is pluck or moral courage enough in the whole body of the Southern men, to attempt such a feat in legislation. The Puritans, in the time of Cromwell, were equal to such a task. John C. Calhoun had a spirit equal to it; but few of the present day have courage and energy to resist sectional aggression or the progress of sniveling fanaticism. We have no confidence in the unanimity of the South in resisting the aggressions of any other section of the country. In such a dilemma, therefore, they had better go to work at once, admit California, pass as many laws, and perform as much business, as possible.

We advise this policy to be adopted at once. The destiny of this country is before her. Let all local and sectional questions be settled or set aside, and this vast and growing republic will then enter on its new, its fresh, its boundless and wonderful career. Canada, from the Atlantic to the Pacific, and down to the North Pole, is gradually preparing to knock for admission into this powerful confederacy of States. Cuba, in the South, and all of the West India islands at her back, are preparing to look and leap in the same direction. The spirit of the Mexican people, the nationality of that race, is lost, and they, including Central America; will gradually be absorbed, up to the isthmus of Panama. The spirit of the Anglo-Saxon race, from the centre of this republic, will radiate round the whole continent of North America, including the islands of every ocean. This is our destiny, and it cannot be delayed by the pitiful squabbles and factious scenes that daily occur in either house of Congress.

Go to work, therefore, at Washington, and do the best you can. The freesoilers and fanatics at the North are broken up, and will be overwhelmed by the spirit of the age, and so will the ultras of the South.—***Herald.***

LATE FROM VENEZUELA.

The schooner Catherine, from Curacoa, has brought important news from Venezuela, the circumstances of which are as follows:—

From January 24, 1848, to August 1849, the resources of the country were engaged in the civil war between Monagas and Paez. This was terminated by the arrest and imprisonment of Paez. Out of this affair has grown another. To relieve the embarrassment of the country, the Venezuelan Congress, of 1839, passed a law, which has received the name of the "ley de quita y espera," which operated as a stay law for the collection of debts. Nine years was allowed by it to debtors, during which they could not be called on by their creditors for payment, nor could any legal steps be taken against them. The English and Dutch Ministers, resident at Caracas, protested against the law at the time of its enactment. Things have now arrived at such a pitch, that both the English and Dutch have demanded formally the repeal of this law, and also claiming to collect all the debts due their subjects, the same as if it had never existed; and this demand they have backed by the presence of their fleets in these seas. Earl Dundonald is in command of the English fleet, and according to last accounts (26th ult.) from Caracas, had given them until the 5th inst. to repeal the law, and afford satisfaction for the maltreatment of certain English subjects last June, in Caracas; and if full and ample compliance with all his government's demands was not granted on or before that day he threatened to blockade the whole coast, from the mouth of the Ormoco to Maracaibo.

The following is the letter of the Earl to the British Resident, which we must, however state, has been several times translated to and from between Spanish and English.

[TRANSLATION.]

On board H. B. M. ship Wellesley, Trinidad.

Sir,—It is with much feeling I have received an order from Her Majesty, through her Minister of Foreign Affairs—an enumeration of violent and illegal acts committed by the Venezuelan government on British subjects, accompanied with instructions from the Lords Commissioners of the Admiralty, to take such measures as may be best calculated to obtain reparation which has fruitlessly been asked for through diplomatic representations.

It would be a sad thing for both of us (Lord Cochrane and Colonel Wilson were both engaged in the Columbian struggle for independence), who have served in the cause of South American Independence, to find ourselves obliged (in consequence of our position, as British officers) to act hostility towards the government of one of those provinces we helped to emancipate, from their arbitrary and unjust acts, acts which even the colonial laws of the Spanish regime would not have sanctioned.

There are but two ways of fulfilling the cemmands of her Majesty—one conformably to our personal feelings; and the other compatibly with our public duties. I am glad that the election has been left us; thus we can effect a pacific arrangement, with respect to a line of conduct which cannot be justified.

The governments of large countries, if they deport themselves badly, are castigated by the consequences which an unworthy conduct brings down on them; but small States, unknown to the world, cannot be brought before the formidable tribunal of public opinions and thus entirely escape the reprobation of posterity. That is they must be proceeded against in a manner which will correct measures injurious to other nations.

I am now in Trinidad, assembling a force sufficiently large to effect anything which may be necessary to fulfil the commands of her Majesty; but I have thought it better to communicate, through you, as Chargé d'Affaires of her Majesty the object of this armament, with the hopes of avoiding consequences of hostile operations.

I beg of you to inform the government of Venezuela that I demand immediate reparation of the grievances enumerated in the adjoined list, and, on my arrival to Laguayra, a clear and unequivocal notification of their decision. For this, I give fourteen days—counting from the one on which you officially communicate to them this decision of mine—for the mature deliberation of the government.

(Signed) DUNDONALD.

Vice Admiral Commanding-in-Chief.

To Mr. Belford Hinton Wilson, Chargé d'Affaires of H. B. M., Caracas.

This letter was laid before the Minister of Hacienda, Dr. Quintero, who at once made a very calm and masterly reply to it, refusing to allow any pressure from without to interfere with the deliberations of the Congress of his country, and taking up Earl Dundonald pretty sharply for the doctrines he advances regarding the comparative modes of treatment required by small and large powers. Quintero and the ministry of Monagas who received the letter of Dundonald, have all resigned, and a new set of men have gone in

The letter was officially givon to the Venezuelans on the 19th of February; therefore the time would be up the 5th inst. Our next arrival from Laguayra will bring news as to how the quarrel will end.

If the coast be blockaded the most important consequences will result to our commerce.

(N. Y. Evening Express, April 2.)

Miscellaneous.

Rapid Extinction of Fire.—Mr. Phillips, the inventor of a new fire annihilator, exhibited some experiments yesterday week in London, before a large party of ladies and gentlemen, in order to test the efficacy of his apparatus. After several experiments on a small scale, the attention of the company was directed to a compartment of a large open building, which was fitted up with partitions and temporary joisting of light wood well soaked with pitch and turpentine, and overhung besides with rags and shavings soaked in like manner. The torch was applied to this erection, and the flames, which ascended immediately, at length roared with a vehemence which drove the spectators back to a distance of forty feet. It was evident that water would have been ineffectual against such a body of fire. The inventor then brought forward one of his hand machines, and threw out a volume of gaseous vapour, which, in half a minute, entirely suppressed all flame and combustion; and to show that the vapour which now filled the space was quite innoxious, Mr. Phillips mounted into the loft, and passed and repassed through the midst of it with a lighted candle in his hand. The machine with which this effect was accomplished was rather larger than a good-sized coffee-pot, and consisted of three tin cases, one within another and mutually communicating. There was a small quantity of water in the bottom of the machine, and the center case was a composite cake, of the size and colour of peat, containing, in the middle of it, a phial of sulphuric acid and chloride of potash. In order to put this machine into action this phial is broken, and a gaseous vapour is generated so rapidly and in such quantity that it immediately rushes out from a lateral spout with great impetuosity. Mr. Phillips stated that, owing to the inefficiency of the water as an antagonist of flame, property to the amount of £2,000,000 was annually lost to the country. A company has been formed to carry the invention into effect.

Emigration to Buenos Ayres.—The Irish Poor Law Commissioners recommend Buenos Ayres as a field for emigration from Ireland, the price of labour being excessive, and an especial demand for that work which the Irishman is peculiarly adapted to supply, such as hedging, ditching, and other agricultural work, cattle keeping, farming, and the driving of flocks from district to district.

Corners.—Corners have always been popular. The chimney corner, for instance, is endeared to the heart from the earliest to the latest hour of existence.—The corner cupboard! What stores of sweet things has it contained for us in youth; with what luxuries its shelves have groaned in manhood!—A snug corner in a will. Who ever objected to such a thing?—A corner in a woman's heart. Once get there, and you may soon command the entire domain.—A corner in the Temple of Fame! Arrive at that, and you become immortal.

Advice on the Teeth.—A decayed tooth is like a penny steam-boat; if you wish to "ease her," you will do wrong to "stop her;" and, in fact, the only thing you can do by way of remedy, is to call upon the dentist, and get him to give you a "turn a-head."

You may keep yourself dry all day by taking a red herring for breakfast; but it is not a good macintosh to keep out the wet.

The Ventilating Brick.—All means calculated to advance the sanitary condition of the people have lately received much consideration. A new registered brick, denominated "the universal ventilating brick," has been brought under notice, which would appear to be deserving of the attention of architects and other persons employed in the erection of buildings. The objects sought to be attained by the use of the brick are—First, a thorough draught throughout the walls of the building, so as to ensure perfect dryness of the walls and complete security against the dry rot; secondly, the easy and economical diffusion of artificial heat in hothouses and other buildings of that description; and, thirdly, a saving in the cost of the brickwork itself to the extent of upwards of thirty per cent. The brick is also stated to be particularly well adapted for paving kitchens, lobbies, &c., as it admits of a free current of air under the flooring, and ensures perfect freedom from damp, and, in the case of new buildings, by the application of artificial heat, the walls may be dried and the building rendered habitable within an exceedingly short space of time.

Match against Time.—In consequence of some influential speculatiors on horse-racing doubting that any man under twenty years of age could be found to accomplish the feat of walking twenty miles in three hours, a feat that had only been performed in that time by the celebrated Charles Westhall, when he was backed by the Marquis of Waterford, one of the members of Tattersall's offered to bet £100 that William Spooner, of Turnham-green, would achieve the task, which being accepted, the match came off on Saturday, over a measured mile of ground, at Bedfont, about three miles beyond Hounslow, and bets amounting to about £2,000 depended on the result. About two o'clock Spooner, who is a well-made young man, standing about five feet six and three quarter inches, and weighing nine stone, started. He walked in a perfectly fair manner and in good style, and completed the first seven miles one minute under the hour! and fourteen miles in two hours and three minutes, when he fell off in pace, and, despite his most gallant exertions, he failed to accomplish his herculean task in the stipulated time, having, when his liberal backer insisted upon resigning, half a mile to go, and only one minute and a half to do it in. A liberal subscription was immediately entered into for him, which is likely to be much increased at the next meeting at Mr. Beeton's, Milk-street, Cheapside, the betting rendezvous.

By a return just issued from the Post Office it appears that the total number of letters delivered in the United Kingdom during the past year was 337,500,000, while the total in 1839, under the old system, was 76,000,000.

One John W. Jones, who has been sentenced to the Kentucky Penitentiary for living with two wives, excuses himself by saying that when he had one she fought with him, but when he got two they fought each other.

MARINE LIST.

PORT of BUENOS AYRES

June 8.—Wind N. N. E., at 2 p. m. changed to S. W.

Sailed, National brig Vuelta de Obligado, 194 tons, Hermann Paulsen, for Valparaiso and California, despatched by V. Casares & Sons, with 990 boxes dried peaches, 1 press, &c., 10 boxes clothing, 2 boxes lanterns, 2 do. scales, 50 kegs nails, 50,300 feet lumber.

Sardinian polacre Lia, 157 tons, Lorenzo Sicardi, for Genoa, despatched by Adolfo Mancilla & Co., with 1909 salted ox and cow hides, 6024 dry do. do.

French polacre Felicité, 140 tons, Vaillard, for Marseilles, despatched by Egg, Krutisch & Co., with 2,180 dry ox and cow hides, 3,040 salted do. do., 3 bales sheep skins, 7 bales wool, 1500 horns, 20 boxes preserved meat, 2 bales horse hair.

June 9.—Wind S. W.

Arrived, Spanish barque, Joven Mariana, 253 tons, Bartolomé Segui, from Havana 27 March, to Manuel Murrieta, with 360 boxes sugar, 9 do. wax cadles, 5 do. tobacco, 28 pipes aguardiente, 16 barrels cigars, 66 logs mahogany, 191 bundles broom corn, 431 doubloons. Passengers 4.

Sailed, Neapolitan brig Italia, 361 tons, Antonio Castellano, for Antwerp, despatched by Curti, Francischelli & Co., with 8,949 dry ox and cow hides, 3,111 salted do. do., 72 bales wool, 5.030 horns, 2 bales horse hair.

Brazilian brigantine Livia, 157 tons, Antonio Lemos, for Rio Janeiro, despatched by Juan Geronimo Martinez, with 2,376 quintals jerked beef, 150 dry ox and cow hides.

June 10.—Wind S. W.

Sailed, Brazilian brig Navegante, 250 tons, Joaquin Gomez de Santos, for Bahia, despatched by the Captain, with 3550 quintals jerked beef, 100 dry ox and cow hides.

June 11.—Wind S. W., at 9-30 a.m. changed to N. W.

Sailed, British barque Richmond, 351 tons, Harrison Grayson, for Liverpool, despatched by Bradshaw, Wanklyn & Jordan, with 6155 salted ox and cow hides, 312 pipes and 439 boxes tallow, 50 bales wool, 26 do. and 79 bags horse hair, 20,800 bones.

Passengers—Messrs. James Boys and John Laing and lady.

Danish brig Johann Friedrick, 167 tons, J. L. Barfred, for Canary Islands, in ballast, despatched by Charles R. Horne.

June 12.—Wind N. W.

Sailed, Hamburg brig Adolph, 188 tons, H. Bohn, for New York, despatched by Richard Sutton, Jun., with 12 boxes gum, 232 bales and 264 seroons wool, 21 bales horse hair, 643 dry ox and cow hides, 1991 salted do. do., 27,000 horns.

Bremen brig Phœnix, 220 tons, Diercks, for New York, despatched by Visser, D[illegible] & Hughes, with 439 bales and 150 seroons wool, 1058 dry ox and cow hides, 1850 salted do. do., 18,050 horns.

Argentine barque Guillermo, 245 tons, Daniel Schultz, for Antwerp, despatched by Bunge, Bornefeld & Co., with 5473 dry ox and cow hides, 102 pipes and 220 boxes tallow, 120 bales wool, 31 do. horse hair.

French barque Coriolan, 219 tons, Lamand, for Havre, despatched by Blas Despouy, with 4627 salted ox and cow hides, 3494 dry do. do., 222 salted horse do., 34 bales wool.

June 13.—Wind N. N. W.

No arrivals or sailings.

June 14.—Wind N. N. W.

Arrived, British barque Clio, 217 tons, Peter Grouchy, from Cadiz 6th April, to Edward Lumb & Co., with 130½ lasts salt.

Sailed, Lubeck brig Nautilus, 246 tons, Steffens, for New York, despatched by Zimmermann, Frazier & Co., with 14,193 dry ox and cow hides, 1,574 salted do. do., 658 dry horse do., 3 bales sheep skins, 1 do. goat do., 1 do. nutria do., 46 bales wool, 40 do. and 3 seroons hair.

British brig Ottowa, 250 tons, Urquhart, for Brazils, in ballast, despatched by De Lisle Brothers & Co.

British brig Sarah, 178 tons, David Lamb, for Queenstown or Falmouth, despatched by Plowes Atkinson & Co., with 260 tons animal guano, 189 dry ox and cow hides.

The following are the manifests of the undermentioned vessels—

"Eleonora"—1235 rolls tobacco, 100 bags rice, 400 do. flour, 239 barrels sugar, 32 barrels vinegar, 20 do. hams, 44 boxes preserves, 50 drums cod fish, 9 barrels red pepper, 10 bales lavender, 2 boxes flowers, 6 bales blankets, 8 boxes merchandize.

"Pelicano"—551 rolls tobacco, 313 barrels sugar, 200 bags fariña, 450 bags rice.

The Brazilian brig Pedro II., 261 tons, Santiago Agnese, master, which sailed hence for the Salado on the 25th April, cleared at the Custom House on the 4th inst., for Brazil, despatched by José Coelho Meyrelles, with 4600 quintals jerked beef.

DIED.

On the 12th inst., aged 25, Mr. Giles Tyrer, native of Liverpool.

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
b.	21 Brig Narcisa, Martin	236	George Rick & Co..............	Do.
rch	28 Brig General Belgrano, Juan Garrido....	302	Santa Maria, Llambi & Cambaceres	England
ril	3 Brig Mentor, L. C. Nielsen.............	241	Jacob Parravicini	Rio Janeiro.
	BRITISH			
b.	21 Brig Chase, George Norie..............	217	Charles R. Horne................	England.
rch	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.
ril	1 Brig Janet, Andrew Hunter	191	John Best and Brothers...........	Liverpool.
"	7 Barque Blair, Moidy	332	Wilfred Latham..................	Liverpool.
"	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	232	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.
ne	4 Barque New Forest, J. Laing	280	Gerge Spurr.....................	
"	14 Barque Clio, Grouchy	217	Edward Lumb and Co.............	
	AMERICAN.			
ay	17 Barque Weybosset. J. C. Carter.........	321	Zimmermann, Frazier & Co........	Boston.
"	18 Barque Mary Smith, William Smith.....	322	Samuel B. Hale	Boston
ne	4 Barque Dragon, Samuel Hutchinson.......	279	Zimmermann, Frazier & Co........	Boston
	FRENCH:			
nuary	11 Barque Sultan, Demaire	227	Manuel Arrotea	Repairing,
pril	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.....................	Antwerp.
"	17 Barque Zilia, Lemettez.................	227	Llavallol & Sons	Havre.
"	19 Pcl. barq. Nouveau Provençal, Tournaire	205	M. Laplane.......................	Marseilles & Cette.
"	19 Barque Anna, Lecomte................	247	E. Ochoa & Co...................	Havre
"	21 Polacre barque Chasseur, M. Silvestrs....	198	Marius Laplane.	Marseilles.
	SPANISH.			
ovem.	19 Barque Ines, Juan Raimundo ..	235	Santa Maria, Llambi & Cambacere	
pril	28 Brig Lindo, Jaime Ferrer...............	196	E. Ochoa and Co.	Havana.
ay	14 Brig Julito, José Sensat	236	Llavallol and Sons .	
"	19 Brig Corina, José Mestres y Auger	193	Diego Calvo and Sons............	Havana
"	19 Brig Ferrolano, Santiago Montenegro Villamar	130	Pedro Alfaro......................	Spain.
ue	9 Barque Joven Mariana, Barlolemé Segui..	253	Manuel Murrieta	
	SARDINIAN.			
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	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	Genoa.
"	[illegible] Polacre Tevere, Bartolo Risso	195	Sivori & Schiaffiano.............	Genoa
"	15 Brig Cesare, Simon Fidanza............	130	B Viale.........................	
"	17 Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile..................	Genoa.
"	21 Brig Sabina, J. Pesante...............	230	Adolfo Mancilla and Co..	
"	21 Brigantine Eleonor, Marcos Ilorchy......	134	Adolfo Mancilla, and Co.	Brazil.
	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 Romulo, 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.			
June	1 Polacre Fortuna, Manuel Fortoridi........	162	Santa Maria, Llambi & Cambaceres	
	BRAZILIAN.			
May	11 Brigantine Pelicano, Cardozo Silva	138	Juan Geronimo Martinez..........	
June	1 Brig Maria Rosa, Francisco da Costa Carvalho	126	Antonio Marquez Sousa............	
	DUTCH.			
Feb.	16 Brig Witte Leeuws, J. F. Brardt........	172	Calvo and Sons	Antwerp.
	HAMBURG.			
April	9 Brigantine Atlantic Ocean, Nagel	160	J. N. Bieber & Co....	New York.
May	23 Brig Wilhelmine, Hansen	210	J. N. Bieber & Co................	
	BREMEN.			
April	30 Brig Basserman, Larson.......	180	Wedekind & Co....	New York.
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	17 Brigantiue 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.

Vessels passed Point Indio.

Date.	Names.	Time.	Winds.
Jnne 1,	United,	9-0 a.m.,	W.N.W.
" "	Otelo,	9-0 p:m.,	N.W. by N.
" 5,	James Andrews,	8-0 a.m.,	W.N.W.
" 5,	Palos,	8-0 a.m.,	W.N.W.
" 7,	Northerner,	1-10 p.m.,	N.N.W.
" 9,	Lia,	0-30 p.m.,	S.S.W.
" "	Antilla,	0-40 p.m.,	do.
" "	Obligado,	3-0 p.m.,	do.
" "	Félicité,	3-30 p.m.,	do.
" 10,	Italia,	3-0 p.m.,	S.W.by W.,
" "	Livia,	3-30 p.m.	S.W.
" 11,	Navegante,	3-0 a.m.	do.
" 12,	Richmond,	3-0 a.m.	N.W.
" "	Adolph,	3-30 a.m.	do.
" "	Phœnix,	2-30 p.m.	N.W.by W.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	53
Sunday	50
Monday	45
Tuesday	45
Wednesday	53
Thursday	51
Friday	52

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 14th inst.

National	4
British	21
American	3
French	8
Spanish	6
Sardinian	11
Brazilian	2
Prussian	2
Bremen	2
Norwegian	2
Belgian	1
Dutch	1
Hamburg	2
Danish	3
Tuscan	2
Neapolitan	1
Swedish	2
Austrian	1
	74

Advertisements.

AVIS.

Les soussignés ont l'honneur de porter á la connaissance de Messieurs les Commerçants de Buenos Ayres, ainsi que des Marins, et personnes ayant á voyager sur mer, qu'ils ont formé, á la Quinta de Mr. Whitfield, prés de la Recoleta, un etablissement pour la preparation de conserves alimentaires d'apres le procedé de Mr. Appert, le seul adopté et suivi en France.

Le rapport entierement favorable donné par la commission nommée par M. L'A'miral Le Prédour, á l'effet de constater de la bonne preparation et conservation de ces produits, fait esperer aux soussignés que les persounes qui s'en approvisionneront n'auront qu' a s'en louer.

Les principaux articles sont, bœuf bouilli, bœuf en daube, bouillons consommés, jus et glace de viande, mouton, langues de bœuf, cervelles, rognons, lait, &a, aussi que le gibier, légumes, et fruits de la saison.

Pour les envois a l'etranger on pourrá s'addresser, soit au susdit etablissement, Quinta de Whitfield, soit á Messrs. Daniel Gowland et Co., Plaza de la Victoria. Le poid des boites varie depuis 1 livre jusqu'a 40 livres et les prix sont aussi moderes que possiblen. On trouverá constamment au magazin naval de Messieurs Mahan et Hansen, Paseo Julio, un assortiment complet des differents produits.

Buenos Ayres, 1 Juin, 1850.

COSSON & Co.

Notice.

The undersigned have the honor of making known to the Merchants of Buenos Ayres, as well as to Mariners, and others about to undertake sea voyages, that they have formed an establishment for preserving provisions in air-tight cannisters according to the principle of M. Appert, now universally acknowledged in France as the most perfect.

The flattering report given by a Committee appointed by Admiral Le Prédour for the express purpose of testing the preparation and preservation of these provisions, leads the undersigned to expect that parties supplying themselves therewith will not be disappointed.

The principal articles prepared, are boiled beef; beef á la mode; rich broth; gravy soup; tongues and brains; milk, and "glace deviande" or portable soup. Also, game, vegetables, and fruit in season.

Parties wishing to make up an Invoice can be supplied on application at the establishment, Mr. Whitfield's Quinta, near the Recoleta, or by leaving an order at the counting house of Messrs. Daniel Gowland & Co, Plaza de la Victoria. The cannisters weigh from from 1 lb to 40 lb., and the prices are as moderate as possible. An assortment of the various articles is always kept on hand at the store of Messrs. Mahan & Hansen, in the Paseo Julio, near the landing place.

Buenos Ayres, June 1, 1850.

COSSON & Co.

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. I. 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.

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 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 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 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.

For Sale.

An Estancia in the district of the Villa de Lujan about 16 leagues distant from this city, with about 400 head of horned cattle, 2,000 sheep, mares, horses &c. The land is 1000 varas wide and 9000 deep; is well watered, having, besides an arroyo on one side, the river Lujan for its N. W. boundary There are two Ranchos on the place, one containing two comfortable apartments, a few trees, and a small plat adjoining the premises is ditched in.

Apply at No. 59 Calle Mayo.

The Captain of the National Brig "Guillermo" being in want of about $75,000 Currency to defray the expences incurred in repairing his vessel, any parties wishing to advance the same on a mortgage on said vessel may send in their proposals, stating the rate of premium, to No. 12 Calle Santa Rosa.

Buenos Ayres June 14. 1850.

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 brig "JANET," 183 tons, A. Hunter, Commander, is now loading, and has only room for from 12 to 15 bales. 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.

British Schooner "Ulysses," 137 tons, G. Malzard, Commander, Jersey built, A. 1. at Lloyd's, is without exception a most desireable opportunity, is now loading having a considerable portion of her cargo engaged and will take in two thirds in the inner roads; she is a very small carrier and remarkably fast.

Consignees Messrs. E. Lumb & 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 "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 New York,

Bremen brig "*BASSERMANN*," 180 tons, H.C. Lassen, commander, is chartered and will have quick despatch, is a fine fast vessel and a good opportunity for passengers.

Consignees Messrs. Bradshaw, Wanklyn & Co.

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 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 Marseilles.

French polacre barque "*CHASSEUR*," 198 tons, Silvestre, Commander, has a great portion of her cargo engaged and going on board, and is warranted to have quick despatch, her accommodations for passengers are very excellent.

Consignee M. Laplane Esq.

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 this month, her accommodations for passengers are excellent.

Consignee M. Laplane, Esq.

For Antwerp.

French brig "*LA PAIX*," 175 tons, Olivier, commander. Has all her cargo engaged and only room for passengers; 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.

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.

June 15, 1850.

For New York,

Cabin Freight or Passage only.
The very superior, new, A.1., coppered and copper-fastened Austrian barque

Mobile,

per register 380 tons,
Tommaso Pesly, Master.

Is a chartered vessel, and having already commenced loading, is sure of very quick despatch. She has excellent accommodations for passengers; and should none offer, will take cabin freight instead.

For further parsiculars apply to Messrs. Zimmermann, Frazier & Co., or to

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

June 15, 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 Ist, 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 Barqne

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 opportunity.

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 Ist, 1850.

Port Wine,

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

Notice.

MR. JAMES MASON, Brush Maker, begs to inform the public that he has removed his establishment to No. 263 Calle San Martin, (formerly Catedral) 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.

To Captains of Vessels & others

To be had of first-rate quality Salt Pork and Beef, in barrels, warranted to be well conditioned and sound, at J. Seber & Brothers', Calle Mayo, No. 92. The prices are moderate.

FOREIGN POTATOES FOR SEED.

On Sale, in lots to suit purchasers and at a moderate price, at the Provision Store, No. 66, Calle de Mayo.

Removal.

JOHN SHANNON, Cooper, has removed his establishment from No. 29 Calle Piedad to No. 133 Calle Balcarce, where he has on hand abeut 300 beef barrels, and a large assortment of pipes, tubs, buckets, and a variety of articles in his line of business.

N B. Captains of vessels served at the shortest possible notice and lowest prices.

BOARD OF MEDICINE.

MR. FREDERICK MAYER has been examined and unanimously approved in the faculties of *Medicine*, *Surgery* and *Midwifery*, consequently the said Board of Medicine has conferred upon him the title and Diploma of Professor of the above mentioned faculties, and authorised him to practice the same.

Buenos Ayres, May 23, 1850.

PEREZ, Secretary.

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.

Total Abstinence & Beneficial Society of Buenos Ayres.

The Members of the Committee of the Reading Room connected with this Society are requested to meet on business on Tuesday, 18th inst., at 7 P.M.

Lodgings.

At No. 26, May Street, the fourth door from the corner of Piedad Street, there are good lodgings to let, with or without attendance. Please to inquire inside.

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.

Advertisement.

A Englishman 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. 57, Calle Santa Clara.

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.

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 } 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 ½ & 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.

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 } sluuk calf ¼ 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	5¼	
Sheep, washed, fine and ordinary ——dozen	49	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, 3 3-8d. per dol.
Do. do. in specie 69s á 69s. 6d. per oz
Do. France, do. do. 86 á 87f. per oz.
" Montevideo, — no transactions.
" Rio Janeiro, 1½ per cent. prem.
" United States nominally 6 per cent. discount

The highest rate of Exchange upon England during the week, 69s. per ounce.
The lowest, 67s. 6d. per oz. 90 days credit.

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

BULLION—Spanish doubloons....	250	á	251
" Patriot doubloons	246½	á	247
" Do. Dollars		á	16
" Spanish do. & Patacones		á	16½
" Plata Macuquina.....		á	14

The highest price of Spanish doubloons during the week 253
The lowest 250
The highest price of Patriot doubloons during the week 249
The lowest 246
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. In pipes 30s. } per 2240 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.