BRITISH PACKET AND ARGENTINE NEWS.

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BUENOS AYRES.

We give elsewhere a summary of the news received from England direct by the last packet. There are four days later dates by the way of Madeira. The following are the chief items of intelligence. On the 13th Lord John Russell was to bring in the bill for the abolition of the office of Viceroy of Ireland. It was reported that as soon as that measure passed, there would be a partial change of ministry, Sir James Graham and some of his friends coming into the Cabinet. The Earl of Clarendon, it was said, would succeed Lord Palmerston in the Foreign Office. The advices from Paris to the 7th represented that capital as enjoying tranquillity and a revival of the retail trade, which had been so much depressed in consequence of the election of the 28th of April. The committee on the electoral reform had concluded their labours, and would present their report on the 8th, when the government were to demand its preferent discussion. The bill, if carried, will deal a heavy blow to universal suffrage, reducing the number of electors about one-third. If the government succeeded in this measure, it was understood they would introduce another having for object to extend Louis Napoleon's term of office to ten years, and to protract for a like period the legislative functions of the Assembly. The adoption of either of these measures would, it was confidently believed, provoke armed resistance; but things had come to such a pass that the government seemed to be convinced that it was impossible to avoid a crisis. Great precautions had been made to meet the threatened outbreak, and there would be little room to doubt of the final triumph of order, had not socialism, it is to be feared, undermined to a considerable extent the fidelity of the army.

According to the Rio Janeiro *Jornal do Commercio*, the British government has finally contracted with the West India Steam Packet Company for the conveyance of the mails to Brazil and the River Plate in paddle-steamers.

This company's vessels are generally of 1800 tons burthen and 450 horse power. One of them will leave Southampton every month, and touch at Madeira, Teneriffe, Cape de Verds, Pernambuco and Bahia, performing the voyage to Rio Janeiro in 24 or 25 days. The voyage to Pernambuco is calculated not to exceed 18 or 19 days, including all the stoppages.

From Rio Janeiro to the River Plate there will be a special line composed of steamers of less power.

The company were desirous that their steamers should call at Lisbon, but the admiralty would not consent to that stoppage. It was thought nevertheless, that the company would establish a small steamer between that capital and Madeira, in order to connect the Brazil line with the chief commercial ports of Portugal.

The company were making great exertions to commence the conveyance of the mails in August or September, and the screw-schooner *Esk*, belonging to them, was shortly to leave for Pernambuco, Bahia and Rio Janeiro, with one of the directors on board, in order to conclude the necessary preliminary arrangements in all these ports.

POLITICAL.

The success of the Socialist candidate for Paris is the leading political incident of the week. It was a fair standup fight. Neither party was taken by surprise. The personal influence of the candidates went for little or nothing, and—the socialist won. If we fairly realise what Socialism means, the election has rather a sombre moral. It is either of immense importance, or of none at all; for Socialism cannot form any definite measures under the present French constitution; it must either overturn it, or lie quiet. It has no half measures to carry. The majority in proportion to the numbers was not a large one; but the preponderance of Socialism in the army is an alarming symptom. The result is partly accounted for by the absence of the Legitimists, and even of some of the Conservatives, from the contest, and the dissatisfaction of many who are far from adopting Socialism in principle with the present state of things. If, too, it is remembered that this is an universal suffrage election,—that all the turbulent and disaffected spirits are sure to vote, but not so sure to fight—while many Moderates who did not chose to vote would nevertheless take up arms if order were seriously threatened—the danger may not be so imminent after all. Still it exists, and in no small degree. An actual Socialist Assembly in France would be the greatest scourge the country has yet endured amidst all her multitudinous tragedies.

The Erfurt Parliament has adjourned, having, it is said, done its work. It separates under considerable doubt "whether Prussia intends to keep faith with Germany or not." So this national Germanic movement depends altogether on the simple caprice of a single power.

A farce of a different kind is enacted in Spain, where one of the ordinary tempests—not in a teapot, but in the state drawing-room—is raging up the back stairs and down the front between the King and the Ministry. The Queen, after the proper stage fashion, meets Narvaez on the stairs aforesaid, and majestically bids him to "walk off." The Minister walks off accordingly.

SOCIAL.

A Prince was added to the Royal Family early on Wednesday morning.

The proceedings of Parliament have been of great social interest. On Monday night the discussion on the savings banks, and that on Tuesday on the public salaries, called forth many speeches of great interest. The latter debate, especially, was conducted with peculiar spirit. We have alluded to both elsewhere at full length.

A disgraceful fact was brought before the notice of the House on both these days. A sinecure office—Registrarship of the Archbishop of Canterbury—is under a peculiar system in the gift of the Archbishops. They have the power of nominating three deep, so that if the holder and his successor is appointed, the archbishop has still the power of nominating the third in succession. As the sinecure in question is worth 14,000*l.* a-year, it has usually been given to archiepiscopal descendants, Dr. Moore having nominated his two sons and Dr. Sutton his grandson. A Moore is in possession, and a Sutton in reversion. To the third reversion, vacant for some years, Dr. Howley, from conscientious scruples, refused to nominate. The present Archbishop has supplied his predecessor's want of cupidity by nominating his own son. To take advantage of the piety of a predecessor by seizing a sonecure, invidious piece of mammon, which, but for that piety, could never have been vacant—in the face, too, of present feelings on the subject—is a shame and a scandal. Fortunately, Lord John Russell intimated that the sinecure, as such, was in process of abolition, so that the Archbishop will only have disgraced himself for nothing.

On Monday, the Ecclesiastical Commission Bill was read a second time in the Commons. This measure is founded on the recommendation of the committee of last year, which proposed three paid commissioners to attend properly to the business, left hitherto to some fifty unpaid clergymen. The bill provides for two paid commissioners—one a layman, and two assistant elective commissioners—one of these a layman. These two laymen will stand alone amongst the clerical commissioners and episcopal committee, so that their task will not be an easy one. But the bill will probably be so far altered in committee, that comment on its present constitution is out of place.

On Wednesday a useful measure passed a stage in the House, which enables tenants to lay out money on their landlords' property, and to secure at the same time a corresponding benefit to themselves. Mr. Ricardo failed in his attempt on the vexed question of "railway traffic," which the legislature are sure to shirk whenever brought fully before them. Our commercial interests abhor legislative almost as much as executive interference.

Thursday evening was occupied in the Lords with Protectionist grievances, and in the Commons with the progress of that most useful measure for the extension of the County Courts. Of this, when complete, we shall give a full analysis.

Ireland occupied the attention of the Legislature last night to the exclusion of all other topics. The Repayment of Advances, the Parliamentary Voters, and the Irish Chancery Reform Bill, were severally carried to an advanced stage towards completion. The last measure excited a lively debate and many personalities among the legal and official members of the House. Ultimately it passed through committee with no material curtailment of its provisions. Sir G. Grey promised a Government measure to give practical efficacy to the Factory Act of 1847. By the new bill the manufactories are allowed to be open only between six and six on five days in the week, and between six and two on Saturdays. The hours during which work will be possible are thus arranged so as to render the relay system, which has been so much censured, totally impossible.

The Bishop of Exeter has declared by his counsel in the Prerogative Court, that though he refuses to obey monitions, he intends to offer no opposition to the institution of Mr. Gorham by the Archbishop of Canterbury. It would be of little use if he did. Notwithstanding this, the Bishop is asking the Common Pleas for the very identical rule to prevent the Ecclesiastical Courts from instituting what the Queen's Bench refused him the other day. The Common Pleas, very judiciously, will give no answer till they have consulted the Queen's Bench. What a pity the jurisdiction of the County Courts is not yet sufficient to admit the case being brought before them in the failure of all other modes of redress to the wronged prelate.

ACCOUCHEMENT OF HER MAJESTY.

On Wednesday morning, at twenty-minutes after eight o'clock, the Queen was safely delivered of a Prince at Buckingham Palace.

In the room with her Majesty were His Royal Highness Prince Albert, Dr. Locock, and Mrs. Lilly, the monthly nurse; and in the rooms adjoining were the other medical attendants—Sir James Clarke and Dr. Ferguson—and the Ministers and Officers of State summoned on the occasion.

The Privy Councillors present were—The Duke of Wellington, Sir George Grey, the Archbishop of Canterbury, the Bishop of London, Lord John Russell, the Duke of Norfolk, and the Marquis of Breadalbane.

The following bulletin of the Queen's health was issued on Friday morning:—

"The Queen has passed an excellent night. "Her Majesty and the infant Prince are going on favourably."

Her Majesty has signified her pleasure that the young Prince should be named Arthur, in order to testify her esteem for his Grace the Duke of Wellington. Prince Albert waited upon the noble duke and conveyed to him the wishes of her Majesty.

The news from the north-west frontier of India, though far from satisfactory, cannot as yet be said to justify any serious apprehensions. "Revolutions," it has been remarked, "are not made with rose-water;" and the process by which the mountaineers, among whom our last conquest has cast us, are to be transformed from brigands and cut-throats into orderly neighbours, is, we fear, very unlikely to prove an exception to the rule. The present mail unhoubtedly confirms the suspicion expressed in our Correspondent's former letter, that the retributory expedition into the Kohat hills had been of doubtful issue. But the quarrel is still confined to a tribe contemptible in numbers, and rendered yet more insignificant by their local isolation. That the task of reducing them and of re-opening communications may prove tedious, is likely enough. But no present cause is shown for fearing that the contest in which we are now engaged will spread beyond the brigands who provoked it; or that a few weeks of vigorous action will not place us out of danger of the nuisance—so familiar of late years—of a paltry squabble left to lie over through a whole hot season, and so fermenting into war.

Discomfiture, however, even to the smallest extent, is happily rare enough in our Eastern warfare to invest even an incident like the present with a disagreeable importance. Our readers may therefore, desire to be put in possession of the few facts that have, up to this time, transpired on the subject. The Government, they may remember, had endeavoured to raise a revenue in the Peshawur province, by levying a tax of two rupees a maund upon salt. The "ignorant impatience" of fiscal burdens, which has been charged against a people more civilized than the Afreedee mountaineers, was fired by this early appearance of civilization in the persons of the tax-gatherers. So very characteristically, they resolved to repel his further advances by murdering the pioneers employed in making the road by which he came, and by stopping all further communication between the city of Peshawur and their own country. The force sent under Sir Colin Campbell to chastise this outrage, returned, it will be recollected, after having been pretty severely handled in the passes, but not without achieving their purpose. They forced the passage from Peshawur to Kohat; and, to understand what has since occurred, it is necessary to form some idea of the road thus vainly attempted to be secured. Kohat lies little more than 30 miles to the south of Peshawur. The two valleys are separated by a range of mountains traversed by a pass some ten or twelve miles long. This gorge is commanded, at the Kohat extremity, by a hill crowned by a tower, in which was placed a small garrison for the purpose of keeping open the communications. The injury, however, inflicted by the Afreedee matchlock-men on Sir Colin Campbell's force, and their success in driving in two or three of our pickets, had greatly elated the rebel leaders; and their triumph was yet further enhanced when they heard that the Commander-in-Chief had himself attended the expedition. No sooner, therefore, had the British troops returned to Peshawur, leaving a small force under Captain Coke behind them at Kohat, than the tower in the pass became the object of renewed hostilities. On ascertaining the danger with which it was threatened, Captain Coke hastened to the rescue, and succeeded in relieving the garrison. This done, he returned to Kohat. Two thousand of the rebels, however, under their leader, Deresa Khan, immediately re-commenced the attack, and in a more systematic manner. Advancing within a few yards of the tower, under cover of regular breastworks, they contrived to cut off the only supply of water to which the beleaguered garrison had access. The possibility of holding the post was now despaired of; and Captain Coke, compelled to withdraw the garrison, was at length, on the 3d of March, enabled to do so by the help of a friendly tribe, whose services he had secured. The Afreedees, it is said, on gaining their object, dispersed. But the command of the pass is once more in their hands, all communications between Kohat and Peshawur are closed.

This, it must be confessed, is but a lame result; and it is rendered yet more unsatisfactory by the approach of the hot season. The Afreedees, however, are but few in number; and the simple, though tedious, precaution of crowning their heights (a precaution said, by the way, to have been neglected by Sir C. Campbell) is all that is needed to place them at any time in our power. Of course the proverbial disadvantage of dealing with barbarians in broken and precipitate fastnesses, and the constant risk arising from their vicinity, are the price that must ever be paid for the advantage of a mountain frontier in India. So far, moreover, as regards the selection of this particular outpost of Peshawur, we had no choice, save between the Khyber range and the Indus; and we need hardly say that except in the imagination of map-makers, and for purposes of defence a river is no boundary at all. On the

other hand, it would be difficult to find, throughout the mountain chains of Asia, a range of hills less capable of harbouring man, and pierced with fewer valleys and inlets that can feed or shelter our enemies, than the bleak and inhospitable heights which now surround the north-western extremity of our Empire.

By the Chinese portion of the Mail, we are apprised of an action in which Captain Lockyer, of her Majesty's steamer Medea, destroyed a fleet of 13 piratical junks in Mir's Bay, on the 4th ult. No less than 220 of the pirates were killed, without a single casualty on our side. It must be admitted that there is little of the romance of chivalry to colour these wholesale slaughters, in which our sailors have to deal out death with little more reciprocity of risk than so many public executioners, But an undoubted service is rendered to humanity in sweeping the Chinese seas of a horde of miscreants, who for ages have defied and over-awed the native fleets. The present action, moreover, was undertaken at the express solicitation of the Chinese authorities. This feature of the case is important, as being almost the only indication they have yet displayed of any sense of the services which we have rendered them in clearing their waters of pirates. Hitherto, with scarcely a single exception, they have coldly refused our aid whenever it was tendered. Seven years ago, Sir Henry Pottinger failed to obtain the cooperation of one of the most liberal of the native dignitaries, Keying, in his efforts to suppress piracy in the Canton River. Later still, the Governor of Hong-Kong received a very ungracious reply from Seu to a despatch announcing a successful operation of our ships. But upon the present occasion the Cowloon Mandarin himself appealed to the British authorities for the assistance which has been rendered by the Medea; and we learn that he has exhibited the utmost gratitude for her aid. If we may accept this incident as a sign that the necessity of our help, in order to secure effectually their coasts and their commerce, has at length persuaded them to sink the jealously which had previously kept them aloof from us, it may certainly be regarded as the most promising symptom that has yet appeared of the possibility of placing our relations with the Chinese on a more friendly footing.

FRANCE.

The Pope's Nuncio gave a grand dinner the day before yesterday to the ambassadors of Austria, Spain, Naples, and Portugal, the President of the National Assembly, the Ministers of Foreign Affairs, War, and Public Worship; Generals Oudinot de Reggio and Changarnier; Messrs. Molé, Thiers, Berryer, de Montalembert, de Corcelles, Gustave de Beaumont, de la Roziére, representatives; the Bishop of Langres, President Lasagni, &c. At the dessert the nuncio rose, and in a speech thanked, in the name of the Pope, France and the other powers which co-operated in the re-establishment of the holy see, adding that he hoped that such a fortunate result would not be without influence on the peace of the whole world. M. Dupin, President of the National Assembly, spoke as follows:—"France marched to the deliverance of Rome and the re-establishment of the authority of the Holy See as to the accomplishment of a duty. The votes of our National Assemblies (constituent and legislative) accompanied all the phases of this expedition, and it will soon, I hope, receive a last striking sanction. We were happy to see the other catholic powers co-operate in this holy work, and in this common glory we do not demand any other share than that which belongs naturally to France, in virtue of her undisputed title of eldest daughter of the church."

SPAIN.

A despatch has been received from Madrid, dated the evening of the 23d, announcing that another Palace crisis of a most serious character had taken place. The King suddenly notified to General Narvaez and the rest of the Cabinet his intention of quitting Madrid in order not to be present at the *accouchement* of the Queen. After exhausting all means of persuasion to induce him to change his purpose, but which were of no avail, a Council of Ministers was held, in which it was decided to oppose, by force, the King's departure. Accordingly it was announced to His Majesty that he must be placed under arrest. Sentries were stationed at the door of his apartment, and the King remained a prisoner during four hours, at the end of which time His Majesty capitulated, and even consented to accompany the Queen in an open carriage in her usual evening drive on the Prado. The despatch ends by saying, that the crisis was over for the present.

GERMANY.

The Administrative Council has sent a message to the two houses of the Erfurt Parliament, informing them of the conclusion of the present session. In the message the parliament is thanked for its resolutions respecting the revision, and a promise is given of an immediate communication with the governments. It is not stated at what time the parliament is to meet again.

All the correspondents and reporters of the German journals at Erfurt had sent in to the Bureau of the Volkshaus their cards of admission to the gallery, and refused to attend the sittings any further on account of one of their colleagues having been excluded for an alleged abuse of his privilege, in writing articles on the debates, instead of mere reports of them. They protest against the interference of the chamber as equivalent to a censorship.

The trial of the murderers of General Auerswald and Prince Lichnowski has concluded; the prisoners are sentenced to imprisonment, varying from the term of life and 20 years in irons to six months in the House of Correction.

DENMARK.

Private letters from Copenhagen, of the 27th u.t., express their satisfaction respecting the result of the audience accorded by the King to the Schleswig deputation. The reception of the individual members indicated a conciliatory spirit. It is even asserted that the way has peen paved for the amicable settlement of the question.

DENMARK AND THE DUCHIES.

The *Borsenhalle* of the 26th inst. has advices from Copenhagen of the 25th, from which it appears that the deputation from the Duchies had arrived but that they had not as yet been admitted to an audience. They have been desired to hand in a petition, setting forth the wishes and proposals of the Duchies. A question which was asked in the Danish Diet as to the character and position of the said deputations has been answered by the Minister, to the effect that "the mission of the deputation was altogether private, that the Government would not enter into official negotiations with these private men, whose visit was, nevertheless, to be considered as a proof of the conciliatory spirit of those among His Majesty's subjects in the Duchies who have lately been opposed to His Majesty's Government."

Another question having been asked to the effect whether the Government intended to negotiate on any other basis than that of a complete separation of Schleswig from Holstein, the Minister replied, "that the Government would only negotiate on the basis of the convention of the 10th of July, 1849."

The Danish counter-deputation from Northern Schleswig met with a courteous reception.

The King of Denmark had commuted the sentences pronounced by the courts-martial held on the commanders of the ships Gefion and Christian VIII., lost in the harbour of Eckenforde. Commander Garde had been sentenced to two months' imprisonment for giving his orders in too indefinite terms. It is changed to six weeks. Captain Palaudan (of the Christian VIII.), for omitting some formal record of his orders, to four months' imprisonment, reduced to three. Full credit was given the latter officer for courage and energy in the moment of danger.

PRUSSIA.

The *Cologne Gazette* says:—"We learn, on good authority, that a congress of the princes of the Bund will be opened at Berlin on the 8th May. A protest will be issued against it, stating that a congress meanwhile convoked by Austria to Frankfort sets aside the necessity of a Bundes Versammlung, and that the rights of the treaty of 1815 shall be by this means restored and carried into effect by Austria."

SWITZERLAND.

It has already been announced that the Swiss government had decreed the dissolution of the societies of German workmen established in Switzerland. It has been ascertained, on an official investigation, that the object of these societies was to destroy, not only all the thrones, but also the social institutions of Germany; that they were in communication with similar associations in England, France, and Germany, and that they kept a large material force ready to act. It has further been ascertained that the associations had entered into close communication with the political refugees in Switzerland.

HUNGARY.

The Pesth papers of the 22d inst. announce the decease of the Baron Nicolaus Wesselenyi, who, though blind, played a conspicuous figure in the commencement of the Hungarian insurrection, and who endeavoured to mediate between the contending parties.

TURKEY.

Constantinople, April 20.—The answer of the Sultan, which is to decide the fate, for a while, of the Hungarian refugees, has not yet been given; although repeated interviews with the representatives of the foreign powers and the chief members of the Divan daily take place. In diplomatic circles, as usual, this question is the leading topic of the day, and it is stated to a certainty that the determination of the Sultan will be in favour of the unfortunate exiles, who will probably spend the summer months at Kuetaya, and then be permitted to quit the Ottoman territories.

Last night, at about 23 minutes to 12, we had a severe shock of an earthquake, which caused all Constantinople to be on an uncomfortable qui vive. About 10 minutes past 2 another shock came on with still greater severity, and at half-past 3 we experienced a third shock, which considerably startled us. With the exception of the fall of two or three old dilapidated chimneys, no mishaps or accidents have taken place.

Accounts from Bucharest do not state as yet the withdrawal of the surplus of the Russian troops, which should be reduced to 10,000, according to conventions and parliamentary discourses.

UNITED STATES.

(Correspondence of the Baltimore Patriot.)

THE NICARAGUA TREATY—Authentic.

Washington, April 27, 1850.

As it is now beyond doubt that the Nicaragua Treaty will be ratified by a full, if not unanimous vote of the Senate, I am enabled to give you an authentic synopsis of its provisions. What I shall give embraces everything, except minor and unimportant details.

The Treaty exempts the whole of Central America, including the States of Honduras, Guatemala, San Salvador, Nicaragua, and the entire Mosquito coast, from the dominion and control of any foreign Power. This comprises the whole region, extending through the Isthmus, which divides North from South America, a distance of from 10 to 1200 (ten to twelve hundred) miles.

It provides for the protection of the canal from San Juan de Nicaragua to such point on the Pacific coast as the company may select.

It invites the protection of all other nations which may be friendly to either of the two great contracting Powers, viz: Great Britain and the United States.

All nations shall enjoy the use of the canal upon payment of the same tolls, and such tolls shall be reasonable.

Protection may be withdrawn in case of extortion, or unjust discrimination in favor of one nation over another.

No nation shall be permitted the use of the canal without first joining in the guaranty of protection.

The local governments in the vicinity of the canal upon the Isthmus are required to join in this guaranty of protection.

Free Ports are to be established at the terminus upon either ocean—and no duties may be collected by any nation upon merchandize being transported through the canal, under any pretence whatever.

In time of war no vessel shall be detained under blockade.

All other routes, including the Tehuantepec route and other projects now in contemplation, or which shall originate hereafter under proper regulations, shall be protected and recognized by all nations on the same terms.

The capitalists who may be engaged in any or all of these routes, shall be protected until their completion, and forever thereafter, by all nations who are, or shall become, parties to this international compact.

Thus the independence and peace of Central America is guaranteed forever, by all of the great leading Powers known to civilization; and for this independence she is indebted to the American Republic.

It will be remembered by all who know anything of English policy in Central America, that great concessions from that government were necessary to the formation of such a treaty as this.

Her possessory rights over different portions of that large and, in many respects, valuable territory, (as it furnishes choice woods, as mahogany, and other kinds, as well as other productions,) extend back more than a century. All of these rights, with the exception of her little ancient colony of the Belise, which is about 800 miles distant from the proposed canal, she has surrendered.

From the Philadelphia North American.

The Treaty with England.—The great interest of the following letter from "Independent," descriptive as it is of the important treaty just concluded between the British Ambassador and the Secretary of State, and just, too, as the telegraphic dispatch informs us, transmitted to the Senate—a treaty settling all the difficulties of the Central American question—has induced us to give it the post of honor, to the exclusion of editorial matter provided for our first column.

Washington, April 27.

At length I have the pleasure of announcing that the treaty with Great Britain for the settlement of all the embarassing and complicated questions in Central America, is concluded, and was signed yesterday by Sir Henry Bulwer and the Secretary of State, on behalf of their respective governments. Thus are the negotiations, which have occupied the attention of General Taylor and his cabinet ever since they came into power, happily ended, and under circumstances which not only reflect the highest credit on the Administration, but which, in future results, will confer more permanent and extensive advantages upon the country, than any diplomatic achievement since the foundation of the Government. The treaty, together with the accompanying correspondence, will doubtless, be communicated to the Senate in a few days, and the public will soon have the opportunity of understanding all the conditions in detail, and the difficulties which have had to be encountered and overcome, in bringing this great work to a successful termination.

Without pretending to possess any better authority than derived from the statements of the diplomatic circles and the representations of distinguished individuals of both parties in Congress, who, from the nature of their official positions, have had access to the information, I will undertake to present some of the leading features of the convention which has just been concluded.

In the first place it secures, beyond all peradventure, the construction of a ship canal connecting the two oceans; a project which has been entertained for three hundred years, without ever before approaching near a practical consummation. Great Britain guaranties protection and neutrality jointly with the United States, and this guaranty will be the means of enlisting her capital and co-operation, without which the communication could never be opened.

It stipulates that Great Britain shall not occupy, colonize, settle, or fortify, or exercise jurisdiction in any part of Central America or on the Mosquito Coast, by which the possessions acquired under the alleged protectorate to the King of Mosquito must necessarily be relinquished, and all claims and pretensions under cover of that affirmed right, or any other, must be abandoned.

It liberates Central America entirely and absolutely from British thraldom, establishes a republic in its fullest and broadest sense, where the name has heretofore only existed, and attaches the States composing it to this government by the strong ties of gratitude, duty, and interest.

It requires all nations that desire to enjoy the use of the canal, to pay equal tolls, and to unite in the guaranty of protection, one against another, by which means the United States will be saved the expense of maintaining a naval force, to prevent interference with their rights.

It insures the protection of Great Britain for any other route or connection between the two oceans, which may hereafter be obtained or negotiated by this government outside of its jurisdiction; an object which the last Administration sought to accomplish in regard to Panama, but failed in effecting.

It re-establishes the great American principle which Mr. Polk and his Cabinet abandoned, that no foreign power shall colonize and settle on this continent; and it re-establishes it in a form more substantial and durable than was ever before attempted.

It is a treaty intended to promote the great objects of commerce and civilization; to open a highway by which ten thousand miles of dangerous navigation may be saved; by which produce and merchandise may be borne from the Atlantic to the Pacific without transhipment; by which our Pacific possessions may not only be retained, but brought into close and constant connection; and by which a new era in the commerce of all Asia will be opened and their abundant treasures poured into the lap of our people.

These are some of the prominent features of this most important arrangement of a treaty which will do more to change the direction of commerce and to build up the prosperity of the United States, than any event which has happened since the declaration of Independence. I have reason to know from leading members of the opposition, that the negotiations are regarded with unqualified favor, and that the labors and statemanship of the Secretary of State are the theme of unmixed commendation.

MARINE LIST.

PORT of BUENOS AYRES

July 6.—Wind N. N. W., in the afternoon changed to N. E.

Arrived, Sardinian lugger of war Fama, Lieut. Sivori, from Montevideo 4th inst.
Passengers 28.

Brazilian steamer Continentista, 137 tons, J. G. de Silva Coutto, from Buceo 5th inst., to Edmund Mackinlay & Co.
Passengers—6.

Sailed, Sardinian brig Valentina, 127 tons, Nicolas Manará, for Rio Janeiro, despatched by Lezica & Co., with 1493 quintals jerked beef, 189 dry ox and cow hides, 1 bale ostrich feathers, 4 casks merchandize.

Sardinian brig San Giusseppe, 167 tons, Antonio Tixo, for Pernambuco, despatched by Adolfo Mancilla & Co., with 2519 quintals jerked beef, 70 dry ox and cow hides.

Sardinian polacre barque Baron Paganiní, 306 tons, Pienovi, for Brazil, despatched by Llavallol & Sons, in ballast.

July 7.—Wind N. N. E., heavy rain.

No arrivals or sailings.

July 8.—Wind N. E., foggy.

Arrived, Sardinian polacre General Garibaldi, 157 tons, Antonio Corsanico, from Genoa 24th April, to Sivori & Schiaffino, with 20,000 bricks, 1 machine, 1 box seeds, 300 bags dried peas, 1 box music paper, 1 do. straw hats, 400 do. wine, 38 do. paper, 14 half pipes vinegar, 250 boxes vermicelli, 2000 brooms, 40 boxes cordials, 3 organs.
Passengers 26.

Sailed, British brig Susan, 183 tons, Robert Law, for Queenstown or Falmouth, despatched by Briscoe & Co., with 367 pipes tallow, 1269 salted ox and cow hides, 75,000 shin bones.

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

July 9.—Wind N. E.

Sailed, Bremen brig Sauser, 200 tons, J. L. Hasse, for New York, despatched by Bunge, Bornefeld & Co., with 12,571 dry ox and cow hides, 3067 salted do. do., 1 bale nutria skins, 9880 horns.

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.			
April 3	Brig Mentor, L. C. Nielsen	241	Jacob Parravicini	Rio Janeiro.
June 16	Brig Concordia, E. Bock	220	Vcente Casares and Sons	Antw erp.
" 16	Brigantine Suerte, J. B. Ballaro	124	Adolfo Mancilla & Co	
" 23	Brig Don Pedro, Meurdierck	180	Freyer Brothers	Falmouth.
	BRITISH			
April 6	Barque William Peile, John Bell	279	John Best & Brothers	Liverpool.
" 7	Barque Blair, Moidy	333	Wilfred Latham	Liverpool.
" 15	Brig Jane, George Sargent	204	Duguid, Barton & Co	London.
" 28	Brig Clemanthe, Thomas Rae	195	Nuttall & Co	Liverpool.
May 10	Brigantine May, Millard	232	Parlane, Macalister and Co	England
11	Brig Anne, Austin Harley	179	De Lisle Brothers & Co	London.
14	Brigantine Merchant, J. Luke	189	Bayley Brothers	England.
" 18	Brigantine Ulysses, Malzard	135	Edward Lumb & Co	Liverpool
" 19	Brig Gauntlet, John Presley	206	Bates Stokes & Co.	Liverpool.
21	Brig Eliza, B. Oliphant	196	José Coelho Meyrelles	London.
" 23	Brig Hibbert, J. McCoy	259	James Carthy	England.
June 22	Brig Veuus, Banks	130	Charles R. Horne	England
" 26	Brig Eliza Robson, Henry Taylor	286	W. H. Henzell	
" 27	Barque Rhondda, Thomas Baird	202	Samuel Hesse	Liverpool.
" 30	Barque Santiago, Smith	255	Bayley Brothers	London
" 29	Barque Mary Qneen of Scots, Wilcox	256	R. and J. Carlisle & Co	
	AMERICAN.			
May 18	Barque Mary Smith, William Smith	322	Samuel B. Hale	Boston
June 4	Barque Dragon, Samuel Hutchinson	279	Zimmermann, Frazier & Co	Boston
" 19	Barque Robert Morrison, W. Smith	310	Zimmermann, Frazier & Co	New York.
" 26	Barque Edward Koppisch, Edwin Upton	249	Daniel Gowland and Co	Salem.
" 27	Barque Mason Barney, F. B. Langston	240	O. J. Hayes & Co	New York.
" 30	Barque Charles S. Olden, John Douglass	287	Becher, Preuss & Co	Do.
	FRENCH.			
January 11	Barque Sultan, Demaire	227	Manuel Arrotea	Repairing.
May 4	Brig Lammenais, D'Almeida	215	Llavallol and Sons	Havre.
" 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	Marseilles
June 19	Ship Paraná, V. Garbe	235	E. Ochoa and Co	Havre
July 2	Brig Caroline, Bayan	131	Teisserenc Vallat	Cette.
" 12	Barque Ankober, J. A. Bosque	197	To order	
	SPANISH.			
Novem. 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambacere	
May 19	Brig Ferrolano, Santiago Montenegro Villamar	130	Pedro Alfaro	Spain.
June 9	Barque Joven Mariana, Barloleme Segui	253	Manuel Murrieta	Havana.
" 19	Polacre Cronometro, Jacinto Hombrabello	150	Freyer, Brothers	Cadiz.
" 30	Brig Chulo, Geronimo Ferrer	211	E. Ochoa & Co	Coruña.
July 5	Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	
	SARDINIAN.			
May 5	Brig Achilles, Juan Bautista Borrone	252	Diego Calvo and Sons	Genoa.
" 14	Polacre Tevere, Bartolo Risso	195	Sivori & Schiaffiano	Genoa
" 15	Brig Cesare, Simon Fidanza	130	B Viale	Brazil.
" 17	Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile	Genoa.
" 21	Brig Sabina, J. Pesante	230	Adolfo Mancilla and Co	
June 15	Schooner Ninfa, José Barboro	126	Lezica & Co	Buceo.
" 16	Polacre Abdul Mejid, Juan B. Canevaro	86	Bartolomé Viale	
July 8	Polacre General Garibaldi, Antonio Corsanico	157	Sivori & Schiaffino	
" 10	Brig Angelo, Eriole Casanova	204	Adolfo Mancilla and Co	
	TUSCAN.			
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	Falmouth
	BRAZILIAN.			
June 17	Brigantine Invensivel, Antonio A. Sousa	159	Antonio Fernandez Ramos	
" 27	Brig Esperanza, Juan P. Bustes	153	To order	
" 30	Brig Venus, Louis A. Rodriguez	155	Antonio Fernandez Ramos	
" 30	Brig California, Juan M. Olivera	182	Antonio Marquez Sousa	
July 10	Brigantine Viajante, José Cardoso R. Junior	146	Juan Geronimo Martinez	
" 12	Barque Entreriana, Manuel A. Castro	249	Adolfo Mancilla and Co	
" 12	Brig Nuevo asilo de la Virtud		To order	
	HAMBURG.			
May 23	Brig Wilhelmine, Hansen	210	J. N. Bieber & Co	Hamburg.
	BREMEN.			
April 30	Brig Basserman, Larson	180	Wedekind & Co	New York.
	NORWEGIAN.			
Feb. 10	Barque Tonsberg, Nielsen	418	Vicente Casares and Sons	Antwerp.
May 17	Barque Balder, C. Andersen	220	P. E. Hartenfels Sons	New York
	SWEDISH.			
May 25	Brig Agathon, J. E. Namod	278	Vicente Casares & Sons	Falmouth.
	DANISH			
May 22	Lugger Corrynthianer, H. P. Krag	169	Antonio Romaguera	Rio Janeiro
June 30	Brigantine Holstein, P. Meyer	134	Louis Chapeaurouge & Co	Brazil.
July 1	Brig Sophia, C. Teverson	208	Bunge, Bornefeld and Co	Falmouth.
	AUSTRIAN.			
May 18	Polacre barque Mobile, J. Pesely	380	Manuel Lopes & Co.	New York.

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Steamer Rifleman, Lieut. Com. Branch.
FRENCH.—Barque Astrolabe, 18 guns, Commander Montravel.
Steamer Archimedes, Commander Bigeault.
SARDINIAN—Three masted schooner Fama, Lieut. Sivori.

Brazilian brigantine Pelicano, 138 tons, Cardoza Silva, for Brazil, despatched by Juan Geronimo Martinez, with 2128 quintals jerked beef, 70 dry ox and cow hides.

July 10.—Wind N.

Arrived, Sardinian brig Angelo, 204 tons, Eriole Casanova, from Genoa 5th April, to Adolfo Mancilla & Co., with 2000 bricks, 13 boxes marble, 52 do. sweet oil, 30 do. herrings, 308 do. raisins, 13 bags walnuts, 41 bales paper, 100 boxes vermicelli, 2 do. shoes, 135 empty jars, 65 jars earthenware, 8 bags chestnuts, 8 bales oakum, 124 bags dried peas, 38 pipes and 24 half do. red wine, 3 boxes velvet, 1 do. music, 1 do. handkerchiefs, 4 do. silks, 2 do. embroidery, 4 do. marble mantle pieces, 4 packages merchandize.

Passengers—57.

Brazilian brigantine Viajante, 146 tons, José Cardozo Ranges Junior, from Rio Janeiro 18th June, to Juan Geronimo Martinez.

Passenger—1.

Sailed, American steamer Wm. J. Pease, 314 tons, Edward Jessup, for Montevideo, in ballast.

Swedish brig Ariel, 367 tons, L. P. Aberg, for Antwerp, despatched by Zimmermann, Frazier & Co., with 13,914 dry ox and cow hides, 2884 salted do., 3750 horns.

July 11.—Wind N.

Sailed. Sardinian barque Vittoriosa, 233 tons, Vicente Vaccaro, for Genoa, despatched by Piaggio, Pietranera & Co., with 4574 salted hides, 4751 dry do. do., 250 boxes tallow, 5000 horns, 10 quintals hoofs, 1 bale wool, 1 bale tiger skins.

July 12.—Wind N.

Arrived, French barque Ankober, 197 tons, J. A. Bosque, from Havre 12th May, to order, with 73 boxes and 282 packages merchandize, 30 baskets champagne, 38 boxes wine, 146 bundles cordage, 50 grind stones.

Brazilian barque Entreriana, 249 tons, Manuel A. Castro, from Parnagua 20th June to Adolfo Mancilla & Co.

Brazilian brig Asilo de la Virtud, from Rio Janeiro 23d June, to order.

Sailed National brig Guillermo 217 tons, Christian F. Wiegmeyer, for Antwerp, despatched by Visser, Deetjen and Hughes, with 10059 dry ox and cow hides, 130 dry do. do., 68 bales wool, 3 half bales do. 4 bales hair.

The following are the manifests of the undermentioned vessels—

"Pablo"—92 pipes, 20 half do. and 11 quarter casks red wine, 310 do. Malaga sweet, 400 do. do. dry, 259 barrels olives, 1000 jars oil, 600 dozen straw hats, 80 boxes soap, 2 do. silk, 164 bales matting, 144 pieces earthenware, 18 boxes and 7 half do. almond oil, 1 do. combs, 48 doubloons.

"Venus"—28 boxes sweetmeats, 13 boxes calf skins, 1 hat, 1267 rolls tobacco, 71 bags rice, 185 barrels sugar, 169 bags coffee.

"California"—552 tercios and 504 half do. yerba, 85 bags rice, 1 do. fruit.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
June 27,	Napoleon,	W. by S.,	3-0 p.m.
" "	Volo,	do.	3-15 p.m.
" 30,	Chase,	S. W.,	11-0 a.m.
July 3,	Julito,	West,	9-0 p.m.
" "	Atlantic Ocean,	do.	9-30 p.m.
" "	Melody,	W. by N.,	9-40 p.m.
" 4,	Dyson,	W.N.W.,	6-0 a.m.
" "	Friederich,	N.W.,	8-30 a.m.
" "	New Forrest,	do.	8-40 a.m.
" "	General Belgrano,	do.	11-0 a.m.
" "	Weybosset,	do.	11-30 a.m.
" "	Corina,	do.	2-30 p.m.

BIRTH.

On the 6th inst., Mrs. Henry G. Coleman, of a daughter.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 13th inst.

National	4
British	16
American	6
French	10
Spanish	6
Sardinian	9
Brazilian	7
Bremen	1
Norwegian	2
Belgian	1
Hamburg	1
Danish	3
Tuscan	1
Neapolitan	1
Swedish	1
Austrian	1
	70

Advertisements.

Notice.

A. Dominico, from Germany, lately arrived in this country, respectfully offers his services to the public for tuning and repairing Pianos in which line he trusts to be able to give genaral satisfaction. Persons requiring his services, will please to call at Calle Mexico, No. 64.

We the undersigned have opened a Store in Piedad Street No. 39, under the firm of A. Klengel & Co.

Buenos Ayres, July 1st, 1850.

Albert Klengel,
Nicholas Peter Hansen.

AVISO.

Ponemos en conocimiento del público que se ha formado una nueva sociedad entre los abajo expresados, la cual girará en esta plaza y en la de Montevideo, bajo la razon que suscribe.

Buenos Ayres, Julio 4 de 1850.

Zumaran y Ca.

Pedro Saez de Zumaran.
Manuel Saenz de Zumaran,
Francisco F. Moreno.

Hostler.

Wants a situation as hostler, a man who has been engaged in this employ for several years and can give good references.

Apply at No. 85, Calle La Defensa.

Andrew Henderson,

TAILOR,

Respectfully intimates to his friends and the public in general, that he has commenced Business in the above line, at No. 18, Calle Santa Rosa, (formerly Universidad), where he hopes by strict attention to merit a share of public support, which it will be his utmost study to deserve.

British Library.

To be sold a Proprietor's ticket in the British Library, apply at No. 20 Calle San Martin.

Wanted,

In an English house, a Steward, and Cook. None need apply who cannot bring good references. A respectable married couple would be preferred.

Apply at No. 59, Calle Mayo.

Best Cognac Brandy.

Guaranteed to be as good as any to be had in Buenos Ayres at 30$ per gallon of either the following brands.

Otarddupuy & Co.
Martell's.
United Vineyard Proprietor.

At the Store No. 66 Calle Mayo.

☞ TOTAL ABSTINENCE AND BENEFICIAL SOCIETY. ☜

An adjourned meeting of the Members of this Society will be held on Tuesday 16th inst., at 7 p.m.

A punctual attendance is requested as business of importance will be brought before the meeting.

Messrs. Nicholson, Green & Co. have removed their house of business from No. 48, Calle San Martin to Calle Santa Rosa, No. 100.

A Teacher, well versed in the English and Spanish languages and experienced in teaching, desirous of being useful, will give lessons in private houses in the different branches of an English Education, as he has formerly done in many families and schools. Names of persons wanting his services may be left at the bookstore of Mr. White, Calle La Merced, No. 89½, or at the bookstore in front of the College Church.

Advertisement.

Required for an Estancia, a managing Capataz or Mayordomo, and who has been accustomed to the Country and can present credentials of his aptitude and ability for the employment.

Apply to Calle Mayo, No. 59.

Anzeige.

Der Unterzeichnete benachrichtiget ein hiesiges geehrtes Publicum, dass er vom 1sten July, in der Calle de Julio Nro 57, ein Deutsches Caffee Haus eröffnet hat und empfiehlt sich Demselben ergebenst, reelle und billige Bedienung versprechend.

Buenos Ayres den 5ten July 1850.

Albert Scheidler.

Advertisement.

The undersigned respectfully advises the public of Buenos Ayres and foreigners, that he has established a German Coffee House since the first of July, in the Calle de Julio, No. 57 and recommends himself to their kind patronage, promising to serve them well in every respect.

Buenos Ayres, 5th July, 1850.

Albert Scheidler.

Just Received,

Per "Mary Queen of Scots," and for sale at D. FLEMING'S, No. 17, Calle Defensa, a small assortment of ladies' and children's boots and shoes of London manufacture, and suited for the present season.

For London,

The very superior, and remarkably fast sailing A. 1. British barque

"Santiago,"

255 tons register,
John H. Smith, Comander,

Being a very small carrier, and having already engaged the principal part of her cargo, is guaranteed to have quick despatch.

This vessel has splendid accommodations for passengers, who will find her a very desireable conveyance.

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

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

July 12, 1850.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig »ANNE,» 179 tons, Harley. commander. Has only room for passengers, and will sail immediately.
Consignees Messrs. De Lisle, Brothers & Co.

FOR LIVERPOOL.

British barque »*WILLIAM PEILE.*» 279 tons, John Bill, commander, A.1. at Lloyd's, a regular trader, and very fast vessel, has already engaged a great portion of her cargo which is now afloat, she is warranted to have quick despatch, her accommodations for passengers are very superior.
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, she will be despatched in the course of ten days.
Consignees Messrs. W. Latham & Co.

British Schooner »Ulysses,» 137 tons, G. Malzard, Commander, Jersey built, A. 1. at Lloyd's, is without exception a most desireable opportunity, has only room for twenty bales, and will sail in two or three days.
Consignees Messrs. E. Lumb & Co.

FOR
Cork or Falmouth.

National brig » *DON PEDRO,*» 180 tons, Meierdirch, Commander, a very fine fast sailing vessel, and has only room passengers.
Consignees Messrs. Freyer Brothers.

British brig »Clemanthe» 195 tons, T. Row, Commander A. 1. at Lloyds for 12 years and only 4 years old, is without exception one of the finest vessels in the port, and has excellent accommodation for passengers.
Consignees Messrs. Nuttall & Co.

Danish brig »*SOPHIA,*» 200 tons, Iwersen, commander, A.1. at Lloyd's, and only 3 years old, is a superior opportunity for passengers.
Consignees Messrs. Bunge, Bornefeld & Co.

Neapolitan brig »*FORTUNATO,*» 267 tons, Torturi, commander, is chartered, and will sail in the course of a month, can accommodate passengers.
Consignees Messrs. A. C. Santamaria, Llambi & Cambaceres.

Swedish brig »AGATHON,» 278 tons, J. E. Namod, Commander, has superior accommodation for passengers and will be dispatched shortly.
Consignees Messrs. V. Casares & Sons.

For New York,

American barque »*CHARLES S. OLDEN,*» 280 tons, John Douglas, commander, is only on her second voyage, and being of a light draft of water will load her entire cargo in the inner roads. This vessel being chartered any guarantee will be given that she will be despatched within a limited time. For further particulars please apply to.
Consignees Messrs. Becher, Preuss & Co.

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. Wedekind & Co.

For Havre de Grace.

French barque »*ANNA,*» 247 tons, Lecomte, commander. Having her cargo engaged and shipping, will have quick despatch, her accommodations for passengers are very superior, and being a fast and fine sailing vessel, is a most desireable conveyance.
Consignees Messrs. E. Ochoa & Co.

French brig LAMENNAIS, 215 tons, D'Almeida, Commander, has her cargo engaged and has only room for passengers, who will meet with very superior accommodations, she will have quick despatch, having the greater part of her cargo now on board.
Consignees Messrs. J. Llavallol & Sons.

French barque »ZILIA,» 227 tons, Lemettez, commander, can only accommodate passengers, her entire cargo having been engaged by the undersigned Broker, which is now in progress of shipping. This vessel will have quick despatch, and being one of the packets of the line, combined with most superior accommodations is in every respect a most desireable conveyance.
Consignees Messrs. J. 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.

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.

Norwegian barque »TONSBERG,» 418 tons, Neilsen, commander, A.1. at Lloyd's, has possitively engaged two thirds of her cargo and will take the remainder at a moderate rate of Freight. This vessel is only one year old, remarkably fast, and in every respect a most superior opportunity for cargo and passengers.
Consignees Messrs. V. Casares & Sons.

Argentine brig »*CONCORDIA,*» 220 tons, E. Boch, commander, A. 1. at Lloyd's, and a regular trader, has all her cargo engaged and shipping with the exception of 2000 dry hides.
Consignees Messrs. V. Casares & Co.

For Freight or Charter.

British barque » *MARY QUEEN OF SCOTS,*» 269 tons register, Wilcox, commander, A. 1. at Lloyd's, well known as a remarkably fast sailer, and in every respect a most desirable conveyance.
Consignees Messrs R. and J. Carlisle & 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.
July 14, 1850.

Gosnell's Genuine Soap, viz.:

Old brown Windsor.
Honey soap.
Wall Flower do.
Honey suckle do.
Verbena do.
Mother of Pearl do.
Almond do.
Rose do.
Rodgers & Son's razors.
For sale at 55, Calle Piedad.

Grape Vines,

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

Notice.

The Counting House of the undersigned has removed to No. 79 Calle Santa Clara.
Bayley Brothers.
Buenos Ayres, Ist July, 1850.

For Liverpool,

The regular, trading and very superior A. I. 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.

WANTED,

A SADLER to work in a private establishment, constant work and good wages will be given, and good recommendation required.
Apply to Mr. Henry Becher, Calle de las Piedras, No. 99, or at the Custom House.
June 30th, 1850.

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

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 HAMBURG.

The very superior, fast-sailing A.1. Hamburg brig »*WILHELMINE,*» 176 tons, Capt. Hansen, this vessel having the greater part of her cargo engaged can still receive from 2 to 3000 dry hides, and a few tons of salted hides, and has excellent accommodations for passengers.
Consignees Messrs. J. N. Bieber & Co.

FOR RIO DE JANEIRO.

The superior fast-sailing A. 1. Danish lugger »*CORRYNTHIANER,*» 127 tons, Capt. Krag, is bound by charter party to sail the 15th inst., and can still receive 1000 qqls. jerked beef or equivalent.
Consignee A. Romaguera, Esq.

For Pernambuco.

The clipper built A. I. Danish schooner »HOLSTEIN,» Captain Meyer 136 tons, can take, freight and passengers and will positively sail in 8 or 10 days.
Consignees Messrs. L. de Chapeaurouge & Co,

For Antwerp.

The splendid new fast sailing A. I. at Lloyd's for 12 years, British brig

"Eliza Robson,"

Henry Taylor, Commander,

Has a considerable part of her cargo engaged and can still take dry hides and bales on freight. Her accommodations for passengers being excellent for freight or passage apply to her Consignee W. H. Henzell, Esq.

FOR RIO GRANDE.

The fine Brazilian brigantine »INVENSIVEL,» Captain Antonio A. Sauza can take freight and passengers for both of which apply to her consignee Antonio J. Ramos.

FOR ANTWERP.

The clipper built A. 1. Belgian brig »*INFATIGABLE,*» 242 tons, Cap. A. Cordier, has only room for 3000 to 4000 dry hides and will meet quick dispatch.
Consignees Messrs. V. Casares & Sons.

For the foregoing vessels apply to

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

For Havre de Grace.

The very superior, A. I. coppered and copperfastened French ship

Paraná,

256 tons per Register.
Victor Garbe, Commander,

Is one of the regular line of Packets between this and the port of Havre de Grace; and having already engaged the greater part of her cargo, will be despatched very shortly.
She has splendid accommodations for passengers and has still some state rooms disengaged.
For freight or passage, please apply to the Consignees, Messrs. E. Ochoa & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.
June 29, 1850.

For Havre de Grace.

Passage Only.
The first-class, coppered and copper-fastened French barque

"ZILIA,"

of 227 tons.
Le Mettez, commander.

Is one of the regular line of packets between this and the port of Havre, and sails very fast.
Weather permitting she will be despatched on the 10th of July next.
Her accommodations for Passengers, are such as are rarely to be met with, having commodious State rooms entirely independent of her very spacious cabin.
Parties desirous of making a pleasant voyage to France should, previously to engaging their passage by any other vessel, pay this one a visit and judge for themselves.
For further particulars, apply to the Commander at the Hotel de Commerce, to the Consignees, Messrs. J. Llavallol & Sons, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.
June 29, 1850.

To Let,

Furnished or unfurnished apartments, with the use of a parlour commanding a beautiful view of the river, with every attendance.
Calle Julio (Alameda) No 6.

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.

To the Commercial Community.

The undersigned hereby advise the Commercial Community and the public generally that their partnership in the Apothecary and Druggist's Store situate No. 30, Calle San Martin, opposite the Cathedral Church, hitherto known as the German Druggist's, and conducted by the managing partner, Joseph William Romano, has been dissolved this 27th day of June; said Romano remaining sole proprietor of the establishment and authorized to recover and pay all accounts pending therewith.
ROBERT LEYS.
JOSEPH W. ROMANO.

Notice.

The undersigned begs leave to inform the Public that being now sole proprietor of the Apothecary and Druggist's store, No 30, Calle San Martin, he will henceforth increase his endeavours to merit a continuation of that patronage which he has hitherto been so liberally favoured with and for which he tenders his sincere thanks.
Buenos, Ayres June 27, 1850.
JOSEPH W. ROMANO.

Irish Poplins.

A few pieces of handsome patterns and excellent quality can be had at reasonaple prices at Store No. 5 Calle la Defensa.
Gregory and Harmons Croton Draft Pale Ale.
Bottled English Ale and Porter in quarts & pints.
Scotch Ale in pints. The above can be had at very reasonable prices at No. 5 Calle la Defensa.

Notice.

At PETER KLEIN'S, Calle de San Martin, No 82, corner of La Merced, opposite the Catalan Coffee House, are on sale two New Chronometers by the best manufacturers in Great Britain, at moderate prices; also, all descriptions of Clocks and Watches, the same repaired and regulated by Solar observations on the shortest notice, and at moderate charges.

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

EXPORTS.

FEATHERS.—Duty, 4 per cent.				
Ostrich, long black——lb—	7	á	8	
» white ——do—	—	á	—	
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	40	á	42	
» mixed——do—	46	á	56	
» long 18 to 24 inches do—	110	á	130	
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal——	30	á	32	
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	52	á	56	
Matadero, country, 25 to 30 lbs.av.	50	á	54	
For Spain, per 35 lbs——	—	á	52	
» North America, per do——	50	á	54	
Of all stake ——per do——	43	á	50	
Salted ox, 60 lbs. av, per 60 lbs.	42	á	42½	
Do. » 63 lbs. and above do.	44	á	47	
» cow 45 to 48 lbs. average do.	38	á	39	
» » 50 lbs. and above do.	36	á	37	
Horse, salted, each ——		á	8½	rs.sil.
» dry ——co——	13	á	14	
HORNS—Duty, 4 per cent.				
Ox——thousand	900	á	1000	
Cow——do—	250	á	300	
JERKED Beef—Duty, 4 p. ct. qql.	—	á	-	
SKINS—Duty, calf 1 dol. each } slunk calf ¼ dol. all others 4 p.ct. }				
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	56	
Chinchilla, per dozen——				
Goat——per do——	—	á	—	
Nutria ——per lb——	5	á	5¼	
Sheep, washed, fine and ordinary ——dozen	48	á	55	
Do. dirty——do—	40	á	42	
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	18	á	19	
Do. melted, 1st class, do.	27	á	28	
Do. pure, 2nd class, do.	24	á	25	
Grease and tallow ——do.	22	á	23	
WOOL.—Duty free.				
Ordinary, washed ——arroba	34	á	40	
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	26¼	rs.sil.
Do. dirty ——				

103
51

MONEY MARKET.

EXCHANGE, England, in currency, 3 7-16d. p.dol.
Do. do. in specie 69s. 6d.á 70s. per oz.
Do. France, do. do. 87f. per oz.
" Montevideo, par.
" Rio Janeiro, 1¼ á 1½ per cent. prem.
" United States 8 per cent. discount

The highest rate of Exchange upon England during the week, 70s. per ounce.
The lowest, 68s. per oz. 60 days credit.

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

BULLION—Spanish doubloons....	246	á	246½
" Patriot doubloons	244	á	244½
" Do. Dollars		á	15½
" Spanish do. & Patacones		á	15¼
" Plata Macuquina.....	13¼	á	14

The highest price of Spanish doubloons during the week 252
The lowest 246
The highest price of Patriot doubloons during the week 247
The lowest 243½
Permits for shipping specie, prem. per cent. ½ á 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70 á 80s per 2240 lbs.	35s. p. 2240 lbs.	In box. 35s. In pipes 35s } per 2240 lbs.	Wool } Hair } 25s.	nominal.
France......	60 fs.& 10p. cent. per 900 k.	35 f. per 1000 k.	40 fs. p. 1000 k.	45 p. 42 cubic ft.	
Continent....	£4. & 5 p. cent. p. 2240 lbs	35s. & 5 p. cent. p. 2240 lbs.	........none........	40s. p. 40 ft	nominal.
Spain.......	$20 & 10 p. cent. per 2000 lbs.		........none........		
United States	½ ct. &5 p. ct.p.lb.	¼ ct.&5 per cent.	.... none	$5 & 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 have an upward tendency; and the scarcity of produce alone prevents their further rise, tonnage not being abundant.

George Thomas, Responsible Editor.