BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1247.) BUENOS AYRES, SATURDAY, JULY 27, 1850. [*Established in* 1826.]

BUENOS AYRES.

☞ With this number concludes the Quarter of the *British Packet*.

The following article from the Paris *Journal des Debats*, one of the most respectable and moderate papers in France, shows the deep impression produced in the capital of the French Republic by the late misunderstanding with England on the subject of the Greek question.

Paris, May 27th.

We are not amongst the number of those who believe that the singular proceedings of Lord Palmerston towards France in the Greek question, will immediately determine his fall in England. We have shown that we were offended and we had reason to be so, but we do not think that the Queen and Parliament of England will hasten to sacrifice Lord Palmerston to appease our discontent. When one of her Ministers is in collision with foreign powers England endeavours in the first place to defend him, although she may subsequently disapprove what he did and dismiss him. We approve of this manner of comprehending the point of national honour. We will do nothing, therefore, that may increase the misunderstanding we have with Lord Palmerston and will be careful not to convert it into a discussion between both countries. No, however extravagant that may appear, France has a personal misunderstanding with Lord Palmerston, she has the misfortune to displease the noble Lord, and that misfortune she has been suffering under for a length of time past whoever may have been her rulers or her ministers, Louis Philippe or Louis Napoleon, M. Molé or M. Thiers, M. de Broglie or M. Guizot. It is possible that she might extricate herself from this situation by naming M. Caussidiere dictator, but this would be making too dear a purchase.

We do not expect that Lord Palmerston will restore us to his good graces, but we will wait patiently until England shall see fit to have a more conciliatory agent, and one who shall be more loyal when treating with foreign governments. Until this takes place it is not worth while for us to treat with England in regard to the affairs of Europe, since we are reduced to the sad necessity of not crediting her word. It is more civil to abstain from holding converse with certain people than to speak with them merely to give them the lie.

We repeat that we do not censure England for the singular affection she entertains for Lord Palmerston. She knows what are his good qualities and what his defects; she accepts the inconvenience of the latter to derive the advantages of the former; that is not our business. Nevertheless, in future we should keep aloof from the head of the foreign affairs of England. *"Fenum habet in cornu: cornu ferit ille; caveto."*

Rear-Admiral Le Predour and suite embarked on Sunday last on board the French steamer *Archimedes*, in order to proceed to President Oribe's Head-quarters. Don Antonio de los Reyes, Oriental Chargé d'Affaires, also went passenger in the *Archimedes* for the same destination. The Rear-Admiral was accompanied on board the steamer by the Captain of the Port, Colonels Toll and Erezcano, Lieut. Alzogaray and Don Maximo Terrero. On passing the national vessels of war lying in the inner roads, the Rear-Admiral was saluted with 17 guns from the "Julio," the French flag flying at the fore, the salute being shortly after returned by the Astrolabe.

Accounts from Rio Janeiro to the 7th inst. mention that H. B. M. steamer *Cormorant*, after capturing and setting fire to the Brazilian schooner *Rival* off Cape Frio, had proceeded to Paranagua and commenced overhauling the Brazilian merchant vessels lying at anchor in that port. The fort situated at the entrance of the harbour thereupon fired on the *Cormorant*, but the latter, being beyond the reach of its guns, leisurely continued her examination, finally taking possession of four vessels on board of which proofs were found of their being engaged in the slave trade, viz: the *Leonidas*, *Astrea*, *Serea* and *Ana*. The *Cormorant* was then proceeding to leave the port, with said vessels in tow, when she was again fired upon by the fort, a shot killing one man and wounding two others of her crew. At this moment the steamer cast loose her prizes and taking up a raking position opened fire on the fort, which she completely destroyed: she then again took the prizes in tow and having conveyed them outside of the harbour set fire to them.

The *Cormorant* returned to Rio on the 5th inst.

Sunday last ushered in a change of weather which, whilst it has certainly been beneficial to the country from the quantity of rain which has fallen, has, at the same time, been productive of serious injuries to the shipping, not only in this port but also in the neighbouring ports of Montevideo and Buceo. The morning broke unusually fine, with a gentle breeze from the E., and betokened anything but a coming storm, but at 2 in the afternoon the sky was suddenly overcast, the wind shifted to the S. E. and freshened considerably and a short time after it began to rain, which continued heavily all night. On Monday it rained all day, a strong gale blowing meanwhile from the S. and S. S. E., which became still more violent during the night and finally lulled at dawn on Tuesday; when the storm may be said to have terminated. The tide rose considerably. We are informed that where the Light-hulk is situated, in the vicinity of the Chico Bank, it rose 9 feet above the usual level. The lowlands in the vicinity of Palermo, the Boca and Quilmes were consequently inundated, and even in some cases oxen and horses were swept away by the tide. A bridge thrown across one of the small rivulets branching from the Riachuelo, and an entire pile of timber from one of the wood-yards in that neighbourhood were carried away and deposited on the Boca-road contiguous to Mr. Horne's quinta. Large logs of timber from the same quarter were strewn along the shore as far as the Recoleta. The damage done to buildings in the vicinity of the river is far from inconsiderable; no less than 17 brick buildings having been more or less damaged, besides several wooden houses, sheds, fences, &c., which have been thrown down or swept away. The wall along the Julio promenade, as far as it may be said it is completed, has stood the test well. That part which was in course of erection, fronting Corrientes Street, has, however, suffered severely, which is on the other hand not to be wondered at from the freshness of the work and from the fact of its being completely covered with water and consequently subject to the dashing of the waves on both sides.

The following is a synopsis of the injuries sustained by the shipping, in the port.

The National brig "Concordia" parted from her anchors in the inner roads on the evening of the 22d, and ran ashore off San Isidro; doubts are entertained of her being got off.

The French brig "Lammenais" (which had been previously posted to sail for Havre on the 21st with a full cargo of produce) was in contact with the "Nouveau Provençal" in the outer roads; both vessels subsequently parted from their anchors. The "Lammenais" lost 3 anchors, 5 chains, and 1 stream hawser, 2 boats, jib-boom, fore-royal mast, fore-top-gallant and royal yards, rudder, and had her stern stove in. She finally run before the wind and grounded at the mouth of the Mini, about 20 miles N. W. of Martin Garcia. This vessel in consequence of the damage sustained in her hull is pronounced to be no longer sea-worthy.

The French barque "Nouveau Provençal," in collision with the "Lammenais," had her bows stove in, lost her jib-boom, fore-top-gallant-mast and royal yard, two boats and all her anchors and chains; she grounded at the Abra Vieja about 15 miles above San Fernando. The Nouveau Provençal was also nearly ready for sea, having shipped a cargo of produce; she has likewise been pronounced no longer sea worthy.

The Brazilian polacre "Novo Asilo da Virtud" having been run foul of by the "Nouveau Provençal" lost both her boats in the collision.

The French barque "Paraná" ran foul of the Sardinian brig Eden, whereby the latter lost one anchor and chain cable.

The Swedish brig "Agathon" dragged her anchors about 13 miles and finally brought up at Playa Honda, whence she was conveyed back to the roads on the 23d by Mr. William Turner, chief Inner-road Pilot.

The Spanish barque "Angelita" lost her anchors and chain cables.

The "Jovon Mariana" (Spanish barque) lost 1 anchor.

The Spanish brigantine "Antonio" lost a boat.

The British brig "Gauntlet" parted three chain cables and run before the wind to about 10 miles above Martin Garcia, whence she was, brought down on the 24th by Mr. William Burns, inner road pilot.

The French man-of-war barque "Astrolabe," lost 1 anchor and about 150 fathoms of chain cable.

The National corvette "25th of May" lost 2 boats, but they were subsequently picked up.

The American barque Maid of Orleans lost one anchor and 90 fathoms of chain cable.

The British brig "Hibbert" lost a boat and one man over board.

The British brig "Clemantine" lost 1 boat.

The Danish brigantine "Holstein," which sailed hence on the 20th, in ballast, for Brazil, put back on the 23d with loss of fore-top-gallant mast, jibboom, 1 anchor, 45 fathoms of chain cable and other damages; and the mate over board.

The "Archimedes" safely rode out the storm about 10 miles N. by W. from the light-ship, whence she sailed at noon on the 23rd and reached Montevideo on the 24th.

In Montevideo the gale lasted precisely the same time as here, but is stated to have blown from the E.S.E. and S.E. The following vessels have run ashore or have otherwise sustained damage.

The British barque "Mercurius," completely dismasted, run ashore near Lafone's saladero. The French barque "Ville de Rouen," in ballast, ran ashore and went to pieces; the mate, cabin boy and another young man perished. The Oriental schooner "Vigilante," parted her cables and capsized on the coast. The Argentine schooner-of-war "9 de Julio" captured by the French naval forces in 1845, now called the Palmar, also went ashore and capsized. The Roman brigantine "Leopoldina," in ballast, and ready to sail for Rio Grande, dragged her anchors to within a short distance of the shore, where she was still afloat. The British barque "Alexander Robertson," laden with guano, likewise dragged her anchors and brought up within a short distance of the coast. Nothing was known at the date of the last accounts of the fate of the crews of the Vijilante, Mercurius and Palmar. The French barque Zilia, which sailed hence on the 18th inst, was off Montevideo on the 21st, but no tidings had been obtained of her after the storm.

No detailed accounts of the injuries sustained in the port of Buceo have yet reached us, but we have reason to believe they are commensurate with those suffered here and at Montevideo.

BRITISH MEDICAL DISPENSARY.

(Concluded.)

The Medical Report for the year ending the 17th of June 1850, is as follows:

There have been 170 admissions; of this number 11 have died and 15 remain in hospital. Two of our old pensioners named Thompson and Mackin have also died in the last year and John Kidd has been sent to his friends in England after a residence of 18 months in Hospital.

The following is a specification of the number of admissions, diseases and deaths that have taken place since our last meeting; observing, at the same time, that many cases that were not receivable into the Hospital have been attended as out patients and have required medicine, gratis, from Mr. Cranwell. So that I may say that every deserving object either presented by myself or others has been fitly attended to.

The diseases and their results are as follows—

	Entered.	Still in Hospital.	Died.
Gastric fever	20		
Rheumatism	13		
Lockjaw	3		3
Consumption of the Lungs	2		2
Surgical diseases, wounds, &c. &c.	40	4	
Ague	9		
Diseases of the skin	3	1	
Asthma	2		
Ulcers of the legs	13	2	
Fractures of the thigh, legs, and collar bone	8		
Inflammation of the lungs and bronchitis	10		1
Typhoid Fever	2		1
Gangrene of the bowels	1		1
Sea Scurvy	6	2	
Dysentery	9		
Epilepsy	3		
Scrofula	3	1	
Pleurisy	2		
Sun Stroke	2		
Diseases of the Eyes	6	3	
Paralysis	2		
Diseases of the heart	8		2
Chronic inflammation of the liver	4	2	
Delirium tremens	3		1
	170	15	11

The following is an analysis of the causes of death in these 11 instances.

The 1st, aged 26, died of Phthisis, a Spaniard of very sober habit.

The 2nd, aged 20, a sailor, was brought in dying of a violent inflammatory fever caught after drunkenness.

The 3rd, aged 48, a most frightful case of stricture of the bowels and gangrene which entailed on him two years of great suffering, brought on by a long course of drunkenness.

The 4th, aged 35, died of Phthisis, a notorious drunkard.

The 5th, aged 43, died of chronic Bronchitis after a fortnight's hard drinking and exposure; which added to slight inflammation of the lungs cut him off, it may be said, before his time.

The 6th, aged 40, of immense enlargement of the heart and liver. This man was singulary improved after a short sojourn in Hospital. But although earnestly advised to leave off his drunken habits, he immediately returned to them, re-entered the Hospital and died in a few days.

The 7th, aged 37, the same disease of the heart brought on in a sober man by exposure and wet in the camp.

The 8th, Lockjaw after operation, aged 25.

The 9th, aged 25, Lockjaw after a gunshot wound in an incorrigible drunkard. This man died the day of his entering the Hospital, having been brought from los Quilmes.

The 10th, aged 29, of Tetanus or Lockjaw of the kind called idiopathic, as coming on without a wound, and which from the very general recoveries of such cases, it may be said would have terminated favorably but for the excessively intemperate habits of the patient.

The 11th, aged 28, of inflammation of the brain, and of the effects of wounds in the throat made in a maniacal attempt to commit suicide, all which were brought on by excessive intemperance.

Some of these cases are peculiarly melancholy as the subjects were of families, in their own country, in prosperous circumstances and most desirous that these prodigals should have returned to their homes. While all, with one single exception, were in the prime and vigor of life and might have promised themselves, humanly speaking, many years of useful, honorable and, doubtless, profitable existence. O the eleven who died, eight absolutely threw away their lives from intemperance.

This is not the place nor time to enter into a disquisition on the evils of this hideous vice, but I may, with propriety, take advantage of the opportunity, now fittingly presented, to lay before you, and the community at large, a few home truths, which may act, in conjunction with those that every man's experience can supply, as a lever to, at least loosen the foundations of this gigantic iniquity. For iniquity it is, and gigantic it also is; since that which lowers man beneath the beasts of the field; that which debases the highest acquired or natural excellence to a level with, or below, the most ordinary mediocrity; that which over the whole world—in Prussia, in Italy, in America; in the northern as well as in the southern hemisphere—fixes upon our national character a hitherto indelible stigma, must surely merit this designation. Public opinion is not yet fully turned on the subject; what we still want is that every man in his sphere should discourage drunkenness—should drive out the drunkard. Intemperance has almost, if not quite, disappeared from the upper classes, and can there be a doubt that, by these means, it would altogether cease in the lower; or that, to make an immediate and practical application of these remarks, our hospital and your pockets would cease to be burdened by those wretched objects whose miserable end inspires, with some pity, hardly another feeling than satisfaction that they are at length spared from further injuring society by their example! The above analysis has afforded some of these sad truths, and in thus laying before you the cause of death in no inconsiderable portion of those who daily surround you, I aspire to arm you, and every lover of humanity, with increased zeal towards the extermination of an evil which man's powers have yet failed to describe in exaggerated terms.

To the gentlemen Drs. Saxild, Bosch, Duchesnois, Furst and Sheridan, who have on many occasions kindly assisted me with their advice, I beg to tender my best thanks, as well as to the President and Committee who so efficiently aided me. And in conclusion I have only to express a sincere hope that the wide spread usefulness of our institution may yearly increase; to the accomplishment of which result I beg to assure this meeting that no exertion of mine shall be spared.

J. W. MACKENNA.

The undermentioned sums were lent on the 1st of September, 1849, for two years, free of interest, for the object of paying off the old debt due by the British Medical Dispensary.

To Dr. Wm. Mackenna $15,056 7
» Cranwell, Esq. 8,208 4—$23,265 3

Alfred Barber	$2000
James Atherton	2000
Frederick De Lisle	2000
Thomas Gowland	2000
Plowes, Atkinson & Co	2000
Daniel Gowland	2000
George Dowdall	1000
H. A. Green	1000
Brownel's & Co	2000
Bradshaw, Wanklyn	2000
Nuttall & Co	1000
A. Rivolta	1000
Martin T. Hood	2000
Thomas Armstrong	2000
Gifford Brothers	2000
R. B. Hughes	2000
Edward Lumb	2000
Briscoe & Co.	2000
Drabble Brothers	2000
Getting, Miller	2000
Patrick McLean	2000
Nicholson, Green & Co.	2000
George Bell	1000
James White & Brothers	1000
William Mackinlay	2000
Anderson, McRae & Co.	2000
James Thompson	2000
William C. Thompson	1000
Dickson & Co.	2000
John Hughes	2000
Frederick Hughes	1000
Robert Hudson	1000
Samuel Hesse	2000
	57,000

DONATIONS.

Rev. H. M. Faulkner (alms)	1000	
E. Mackinlay	500	
H. C. Smith	500	
A. Rodger	300	
R. McClymont	200	
Daniel Mackinlay	200	
Frederick Hargrave	360	
James Barton, Jun	200	
Thomas Duguid & Co.	300 —	3560
		$60,560 0

PAID.

Dr. Mackenna, on account	$7855 5
Cranwell	4000 0
	$11,855 5

Daniel Gowland,
J. Hughes,
Samuel Hesse.

LIST OF SUBSCRIPTIONS to 31st December 1849.

Henry Southern, Esq., H. M's. Minister Plenipotentiary	500
Martin T. Hood, Esq, H. M's. Consul	500
Mess. Anderson, McRae & Co.	200
» Briscoe & Co.	200
» Dickson & Co.	300
» Gifford Brothers	200
» White Brothers	200
Mr. George Bell	100
» John Black	50
» William Steward	100
» R. H. Briscoe	100
» John Hughes	300
» Thomas Drysdale	50
» D. Fleming	50
» Thomas Gowland	100
» Robert Hudson	200
» A. Rivolta	100
» Shortridge	30
» James Stanfield	50
» W. R. Walls	100
» John Lowry	50
» John Ludlam	100
» C. T. Getting	340
» H. Henzell	100
» Magnus Flat	100
Mrs. John Miller	200
Mr. John Atkinson	50
» James Abbot	100
» John Blues	50
» J. Hargreaves	100
» P. Larbalestier	50
» James Barton	100
» William Losh	100
» James Barton, Jun.	200
» J. Reynolds	20
» P. Rosenblad	100
» H. Schultz	20
» J. Spraggon	100
» P. Stafford	50
» W. C. Thompson	200
» J. C. Thompson	500
» Hiram Hunt	50
» George Dowse	100
» William Garret	50
» John White	100
» Thomas Moore	50
» E. Stack	50
» John Smith	50
» J. Knight	150
» B. Wheeler	20
» P. Chalmer	100
» Wm. Turner	200
» James Willis	200
» John Eastman	240
» J. Clark	200
» D. R. Methvin	100
» Thomas Armstrong	500
Mess. Bayley Brothers	50
Mr. Robert Barbour	50
Mess. John Best & Brothers	200
» De Lisle Brothers	500
» Drabble Brothers	200
Mr. B. Foley	100
» Daniel Gowland	300
» Arthur Hargreaves	50
» Edward Lumb	200
» M. P. Russell	100
» R. B. Newton	200
Mrs. Hill	50
Mr. Jacob Chapman	100
» Daniel Chapman	100
» Alfred Horton	50
» Frederic Hughes	200
» Charles Jackson	20
» J. B. Long	20
» George Ashworth	50
» James Atherton	200
» William Atherton	100
» Charles Barber	100
» Samuel Bateson	50
» Patrick Bookey	200
» William Brash	100
» H. G. Coleman	100
» Robert Collins	50
» James Cork	100
» George Dowdall	200
» J. G. Fay	100
» William Graham	100
» James Grierson	100
» Richard Hargreaves	100
» Frederic Hargreaves	200
» Samuel Hesse	100
» Robert Kerr	100
» Henry Kidson	50
» John Laing	100
» Edmund Mackinlay	250
» Daniel Mackinlay	100
» William Mackinlay	100
» Robert McClymont	50
» Richard Price	100
» Gilbert Ramsay	50
» John Ramsay	50
» James Reilly	50
» Henry Shaw	50
» James Shaw	100
» T. Shaw	50
» George Spurr	100
» William Thompson	50
» James Wilde	60
» William Wilkinson	100
» Henry Crawford	50
» John Brown	50
» Samuel Butterworth	100
» William Thompson	100
» John Campbell	200
» Alexander Moore	50
» Henry Brown	50
Mrs. Whitaker	200
Rev. H. M. Faulkner	500
Mess. Barber & Orr	500
» W. Latham & Co.	200
» Plowes, Atkinson & Co.	200
» Sillitoe & Brown	500
» J. G. Smith & Co.	500
» Stanley Black & Co.	200
» Turner & Co.	200
» Hughes Brothers	200
» R. & J. Carlisle & Co.	400
» Parlane, Macalister & Co.	200
» Nicholson, Green & Co.	200
» Nuttall & Co.	100
» W. & R. Colton	100
	$18,970

E. & O. Excepted.

Buenos Ayres, 15th July, 1850.

W. ATHERTON,
Treasurer.

British Medical Dispensary in Account Current with Wm. Atherton, Treasurer.

Dr.		Cr.	
To amount of monthly expenses (for twelve months)	$17,950 4	By balance received from late Treasurer	338 2
Do. do. paid for beds and bedding	744	Do. amount » Patients	25,930
Do. do. do. coal	2,940	Do. donations from Masters of British merchant vessels	10,150
Do. do. do. groceries	7,553	Do. do. from Commander of H. M. packet "Kestrel"	200
Do. 4 quarter's interest on mortgage	1,761 5	Do. amount received for clothes, &c. sold by Mrs. Wilkinson	700
Do. amount paid Mrs. Whitaker, for funeral expenses	3,920	Do. do. from Mr. James White, one-third proportion of amount won by his horse on 8th November	1,583 2
Do. do. of Bricklayer's account for repairs	3,751	Do. do. from Wm. McClymont, proportion of amount won by his horse on 11th April	400
Do. do. for printing report, tickets of admission, & blank receipts	650	Do. Subscriptions to 31st December 1849, received by Mr. Chas. T. Getting	3,320
Do. do. for distributing copies of last year's report	50	Do. do. do. Wm. C. Thompson	3,820
Do. do. of Tin Smith's account	641	Do. do. do. Wm. Atherton	8,260
Do. 1 dozen chairs, $400, peonage $15	415	Do. do. do. D. Gowland	3,590
Do. amount paid Fleming for paint	130		
Do. do. do. for a well pulley	80		
Do. do. do. for wood, White $28 1 rl., Bell $539	567 1		
Do. do. do. Laurie, for iron and labour	466 3		
Do. do. do. for a cask	100		
Do. do. do. for a passage of J. Kidd, per barque "Isabella"	625		
Do. do. do. Dr. Mackenna, for 1 year's salary	5,500		
Do. do. do. E. Cranwell for medicines for same period	4,071 4		
Do. do. do. Commission on recovery of accounts $11,580 at 5 per cent	578 4		
Do. balance remaining on hand	5,796 7		
	$58,291 4		$58,291 4
		June, By Balance brought down	$5,796 7

E. & O. Excepted.

Buenos Ayres, 20th June, 1850.

W. ATHERTON, Treasurer.

E. & O. Excepted.

Buenos Ayres, 15th July, 1850.

W. ATHERTON,
Treasurer.

LIST OF CONTRIBUTIONS from Masters of British Merchant Vessels.

BARQUES.

Master of the Indus	100
» » Lancashire Witch	100
» » Argentina	100
» » Syrophenician	100
» » Passenger	100
» » Leopard	100
» » Alexander	100
» » Fortitude	100
» » Mary Miller	100
» » Mysore	100
» » Novelty	100
» » Wm. Peile	100
» » Melody	100
» » Vanguard	100
» » Ann Best	100
» » Chapmans	100
» » Rhondda	100
» » Napoleon	100
» » Alexander	100
» » Alexander Robertson	100
» » Heath	100
» » Courrier	100
» » Eleonore	100
» » Chorister	100
» » Heart of Oak	100
» » Cornucopia	100
» » Briton	100
» » Othello	100
» » Bess Grant	100
» » Isabella	100
» » Mary Miller	100
» » Clio	100
» » Mary Queen of Scots	100
» » Orion	100
» » John Tomkinson	100
» » Sabina	100
» » Alpha	100

BRIGS.

Master of the Jessie Miller	100
» » Zuleika	100
» » Warrior	100
» » Lady Mona	100
» » Regina	100
» » Fortitude	100
» » Queen of the Tyne	100
» » Lydia	100
» » James	100
» » Marcia	100
» » Ariel	100
» » Timandra	100
» » Venilia	100
» » Agile	100
» » Ituna	100
» » Clorinda	100
» » Hermione	100
» » Netta	100
» » Alice	100
» » Gauntlet	100
» » Wm. Bayley	100
» » Maid of Erin	100
» » Hibbert	100
» » Alciope	100
» » Prima Donna	100
» » Safeguard	100
» » Eliza Robson	100
» » Margaret	100
» » Isabella	100
» » Fortuna	100
» » Argestes	100
» » Queen of the Tyne	100
» » Venilia	100
» » Peru	100
» » Creole	100
» » James Ray	100
» » Wilson	100
» » Agile	100
» » Susan	100
» » Adam Smith	100
» » Arab	100
» » George & Richard	100
» » Alfred	100
» » Frisk	100
» » Plata	100
» » Emmanuel Boutcher	50
» » Sarah	50

BRIGANTINES.

Master of the Nora	100
» » Caroline	100
» » Myrtle	100
» » Queen of the West	100
» » Light of the Harem	100
» » Marvel	100
» » Choice	50
» » Admiral Nelson	100
» » Merchant	100
» » Wm. Inglis	100

SCHOONERS.

Master of the Bosphorus	100
» » Elizabeth	100
» » Propontis	100
» » Sophia	100
» » Douro	100
» » Racer	100
» » Shamrock	100
» » Earl of Devon	100
» » Victoria	100
Total	$10,150

E. & O. Excepted.

Buenos Ayres, 15th July, 1850.

W. ATHERTON,
Treasurer.

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, I. C. Nielsen	241	Jacob Parravicini	Rio Janeiro.
June 16	Brigantine Suerte, J. B Ballaro	124	Adolfo Mancilla & Co	Buceo.
" 23	Brig Don Pedro, Meurdierck	180	Freyer Brothers	Falmouth.
July 16	Brigantine General Rosas, Santiago Dasso	1.4	Samuel B. Hale	
	BRITISH			
April 6	Barque William Petie, John Bell	279	John Best & Brothers	Liverpool.
" 28	Brig Clemanthe, Thomas Rae	195	Nuttall & Co	Liverpool.
May 10	Brigantine May, Millard	232	Parlane, Macalister and Co	England
" 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 Venus, Banks	130	Charles R. Horne	England
" 26	Brig Eliza Robson, Henry Taylor	286	W. H. Henzell	Antwerp.
" 27	Barque Rhondda, Thomas Baird	202	Samuel Hesse	Liverpool.
" 30	Barque Santiago, Smith	255	Bayley Brothers	London
" 29	Barque Mary Queen of Scots, Wilcox	256	R. and J. Carlisle & Co.	Liverpool.
July 13	Barque Cherokee, James Caldwell	278	John Galt Smith & Co	
" 15	Barque Jupiter, Peter Baillie	194	Briscoe & Co	
	AMERICAN.			
June 19	Barque Robert Morrison, W. Smith	310	Zimmermann, Frazier & Co	New York.
" 30	Barque Charles S. Olden, John Douglass	287	Becher, Preuss & Co	Do.
" 13	Barque Ann Hood, J. S Wady	312	Zimmermann, Frazier & Co	New York.
" 15	Barque Maid of Orleans, Charles Upton	258	Daniel Gowland & Co	Salem.
" 15	Brig Cronstadt, Edward Hatch	271	Zimmermann, Frazier & Co	
" 18	Barque Huma, William Henry	380	Vicente Casares and Sons	
	FRENCH.			
January 11	Barque Sultan, Demaire	227	Manuel Arrotea	Repairing.
May 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	19·	To order	Havre.
" 13	Ship Lion, L. J. Bonnet	359	Vivar and Billinghurst	
	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, Bartoleme 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	
" 14	Bq. Paquete de Buenos Ayres, José Romero	130	E. Ochoa and Co.	
" 17	Barque Angelina, Masone	245	Francisco Berdier	
" 17	Brigantine San Antonio, Gerardo Bernes	164	E. Ochoa & Co	
" 18	Barque Amable Rosa, Pablo Ferrer	255	E. Ochoa & Co.	
	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 16	Polacre Abdul Mejid, Juan B. Canevaro	186	Bartolomé Viale	Genoa.
July 8	Polacre General Garibaldi, Antonio Corsanico	157	Sivori & Schiaffino	
" 10	Brig Angelo, Ercole Casanova	204	Adolfo Mancilla and Co	
" 13	Barque Hesperia, Lorenzo Canevare	282	To order	
" 14	Brig Eden, Vicente Ferraro	217	Adolfo Mancilla, and Co.	
" 14	Schooner Catterina, J. B. Dodero	145	Jacinto Caprile	
" 17	Pol. Natività di Maria, Bartolomé Tiscornia	205	Pietranera, Piaggio aud Co.	
" 20	Polacre Nuevo Giulio, Pedro A. Repetto	205	Francisco Taurel	
" 20	Schooner Ninfa, José Barboro	126	Lezica & Co.	Buceo.
	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 27	Brig Esperanza, Juan P. Bustes	153	To order	
" 30	Brig Venus, Louis A. Rodriguez	155	Antonio Fernandez Ramos	
July 10	Brigantine Viajante, José Cardoso R. Junior	146	Juan Geronimo Martinez	
" 12	Barque Entreriana, Manuel R. Castro	256	Adolfo Mancilla and Co	
" 12	Brig Nuevo asilo de la Virtude, F. F. Noguera	142	To order	
" 13	Brig Cascudo, J. Antonio Maya	227	Antonio Marques Mendoza	
" 17	Barque Rufina, Pereyra	305	José Marquez Souza	
	HAMBURG.			
May 23	Brig Wilhelmine, Hansen	210	J. N. Bieber & Co	Hamburg.
	PORTUGUESE.			
July 15	Brig Improviso, Francisco Gomes de Avellar	195	Juan Geronimo Martinez	
	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			
July 1	Brig Sophie, C. Teverson	208	Bunge, Bornefeld and Co	Falmouth.
" 13	Brigantine Christine Maria, Gronsund	181	Charles R. Horne	
" 17	Brig Johann Christophe, Jorjan	300	Otte, Rosenthal & Co	
" 20	Brigantine Holstein, P. Meyer	134	Louis Chapeaurouge & Co	

FOREIGN VESSELS OF WAR IN PORT.

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

ARCTIC EXPEDITION—THE SEARCH FOR SIR JOHN FRANKLIN.

The American expedition in search of Sir John Franklin, the Arctic navigator, will sail to day. This expedition consists of two vessels, ranked in Navy nomenclature as brigantines; the *Advance*, 144 tons, and the *Rescue*, 91 tons. These vessels have been provided and fitted out by the generous munificence of Henry Grinnell, Esq., of this City, at an expense to him of more than $30,000. The Government has also done much towards furnishing and directing the affair. The *Advance* is two years old, the *Rescue* is new. Both vessels have been put in the most complete order for the services in which they are engaged. Strengthened in every part, double-planked, protected from ice and cold, furnished with extra boats, spars, sails, &c., they are in every respect ready for the rigors and dangers of a Polar Winter. Mr. Grinnell has taken great care to furnish the officers with all the references and authorities that could be had, either here or in Europe—all the charts, records of voyages, &c., which have any bearing upon that part of the world, are on board. Appropriate clothing has been furnished in abundance for the men; and provisions of the best kind, and of a character suited to the climate, sufficient for three years, are on board. The whole is under the command of Lieut. Edwin S. De Haven, an enthusiastic and excellent officer of the U. S. Navy. Lieut. De Haven has devoted much attention to that portion of the world whither he is bound, and has the advantage of all that can be known of it, except by personal experience. We believe the general course and operation of the expedition will be as follows: Proceeding direct to Baffin's Bay, the ships will touch at Disco Island, a Danish whaling station, on the coast of Greenland, in lat. 70,° where fresh water will be taken on board; they then sail northwesterly into Lancaster Sound, and through Barrow's Strait, with the intention of exploring an open sea which is supposed to exist between Parry's Islands and the Pole, spreading westward toward Asia. If they get through Barrow's Strait, and the ice will permit, they will go up Wellington Channel, or if that be closed, westward to Cape Walker and around Melville Island. Should they not be able to get westward in this direction, they will return to Baffin's Bay and attempt to penetrate at Jones's or Smith's Sounds—the latter is the extreme northern point of Baffin's Bay, in lat. 79°. Should the vessels get into this supposed sea, and advance westward, they may, if deemed expedient, go into the Pacific through Behring's Strait, where they will communicate with our Pacific or East India squadrons, which will have orders to render all needful information and assistance. This is the general plan of the expedition; but Lieut. De Haven has discretionary power to alter this in any way which he may deem most conducive to the success of the enterprise. Wherever the vessels touch, the most rigid scrutiny will be made to discover any marks of Capt. Franklin's visit. If they fall in with any British vessels engaged in the search, they will communicate with, and, if necessary, aid them. In case the vessels should not be able to get through Barrow's Strait, it is probable that they will return to New-York to winter. They are expected to keep in company if convenient, but should the interest of the enterprise or circumstances compel, they will part, previously agreeing upon a rendezvous.

The staunch vessels and their noble crews leave with the hearty good wishes of all. Lieut. De Haven bears letters to various British officers in the Arctic Seas, among them one from Lady Franklin to her husband. The number of men on the two vessels is 36. The officers are—

Lt. Edwin S. De Haven, Commanding.
Passed Midshipman S. P. Griffin, Acting Master
» » Wm. H. Murdaugh.
» » T. W. Brodhead.
» » R. R. Carter.
Passed Assistant Surgeon, E. K. Kane.
Assistant Surgeon, Benj. Vreeland.
Midshipman, W. S. Lovell.
Boatswain, H. Brooks.

Lieut. De Haven commands on board the Advance, and Passed Midshipman Griffin on the Rescue. Dr. Kane will pay particular attention to matters of Science, Natural History, Temperature, &c., but these investigations are not to interefere in any way with the legitimate purpose of the expedition. Unless the vessels are spoken off the Grand Banks, it is probable that nothing will be heard from them for several months, the only means of communication (by sea) being through English or Danish whaling ships. Should opportunity offer, letters will be sent overland by traders of the Hudson Bay Company.

Whatever may be the result of this expedition, as connected with the fate of the gallant Sir John Franklin, it is one which reflects the highest honor upon the philanthropic citizen who projected it and upon the officers and men engaged therein. The attractions of a Summer voyage along the bays and seas where the sun shines for four months at a time, exploring the bare rocks and everlasting ice, with no companion but the white bear or the arctic fox, may be all very romantic at a distance; but the mere thought of a Winter residence there, frozen fast in some solid ocean, with snow a dozen feet deep, the thermometer ranging from 30° to 40° below zero, and not a glimpse of the blessed sun from November to February, is enough to give a chill to all adventurous notions. But the officers and men have weighed all these difficulties, and are ready to encounter them for the sake of their noble fellow sailor, whose fate has been so long a painful mystery to the world.

[*N. Y. Weekly Tribune*, May 25.]

MARINE LIST.

PORT of BUENOS AYRES

July 20.—Wind N.N.E.

Arrived, Sardinian polacre Nuevo Giulio, 205 tons, Pedro Antonio Repetto, from Marseilles 11th May, to Francisco Taurel, with 59,000 tiles, 230 pipes and 250 boxes wine, 40 bags rice, 70 do. chestnuts, 4 boxes marble, 33 marble door sills, 1000 brooms, 98 boxes cognac brandy, 160 do. soap, 5 casks linseed oil, 4 boxes furniture, 5 do. merchandize, 2 do. hats, 4 do. figs, 2 do. leather, 20 do. candles, 21 barrels sugar, 20 bales paper, 15 do. stock fish, 4 boxes cheese, 20 boxes cordials, 30 do. pickles, 21 do. preserves, 40 boxes orange water, 3 do. syringes, 200 do. oil, 2 do. dates, 1 water jar.

Sardinian schooner Ninfa, 122 tons, José Barboro, from Buceo 19th inst., to Lezica & Co., with 43 boxes cigar paper, 1 do. books, 1 do. merchandize, 1 bale lavender, 1334 doubloons, 40 patacones.

Sailed, Danish brigantine Holstein, 134 tons, P. Meyer, for Brazil, in ballast, despatched by L. Chapeaurouge and Co.

American barque Mason Barney, 240 tons, F. B. Langston, for New York, despatched by O. J. Hayes & Co., with 3211 dry ox and cow hides, 2991 salted do. do., 311 do. horse do. 201 bales wool, 5 do. hair, 1 do. nutria skins, 3 boxes chinchilla do., 33,518 horns.

American steamer William J. Pease, 314 tons, Edward Jessup, for Montevideo.

July 21.—Wind E., in the afternoon changed to S. E., heavy rain all night.

Sailed, French steamer Archimede, Commander Bigeault, for Montevideo, having on board Rear-Admiral Le Predour and suite.

July 22—Wind S. S. E., strong gale, heavy rain.

No arrivals or sailings.

July 23.—Wind S. S. W.

Arrived, Danish brigantine Holstein, which sailed hence on the 20th inst., for Brazil, having put back with damage and loss of mate over board.

Sailed, American barque Mary Smith, 322 tons, William Smith, for Boston, despatched by Samuel B. Hale, with 8191 dry ox and cow hides, 5455 salted do. do., 50 dozen goat skins, 139 dry horse hides, 1250 dry slunk calf skins, 893 salted do. do., 211 bales and 72 seroons wool, 10 seroons hair, 71,822 horns.

Brazilian brig California, 182 tons, J. M. Oliveira, for Parnagua, in ballast, despatched by Antonio Marquez Souza.

July 24.—Wind S.S.W., slight rain.

Sailed, British barque Blair, 333 tons, Mordy, for Liverpool, despatched by Wilfrid Latham & Co., with 4464 salted ox and cow hides, 5218 salted horse hides, 257¼ pipes and 24 boxes tallow, 22 bales hair, 3600 horns, 65,200 bones.

July 25.—Wind S.E.

Arrived, Sardinian schooner Nueva Carmen 81 tons, Domingo Maccio, from Montevideo 24th inst., in ballast.

Passengers 14.

Sailed, during the night, British brigantine Ulysses, 130 tons, G. Malzard, for Liverpool, despatched by Edward Lumb & Co., with 3935 salted horse hides, 1400 do. ox and cow hides, 49½ pipes and 400 boxes tallow, 7 bales horse hair, 50,000 bones.

Bremen brig Bassermann, 180 tons, H. A. Lassen, for New York, despatched by Wedekind & Co., with 5701 dry ox and cow hides, 1494 salted do. do., 146 bales wool and sheep skins, 56 do. horse hair, 14,534 horns.

July 26.—Wind N. N. E.

Sailed, British brig Anne, 179 tons, Austin Harley, for London, despatched by De Lisle Brothers & Co., with 1000 salted ox and cow hides, 3010 do. horse do., 124 pipes grease and tallow, 590 boxes tallow, 30 bales sheep skins, 24 do. horse hair, 20 do. wool, 99,200 horns.

The following are the manifests of the undermentioned vessels—

»Rufina»—375 tercios and 1297 half tercios yerba, 28 dozen cedar planks, 45 dozen light spars, 314 bags rice.

»Improviso»—1500 barrels sugar, 4 boxes tea, 60 boxes, 10 barrels and 48 half boxes preserves.

»Hesperia»—5200 flag stones, 228 pipes, 50 half pipes, 100 quarter casks& 100 barrels wine, 280 boxes raisins, 100 quarter boxes do., 1200 marble door cheeks, 3 boxes hats, 35 barrels canary seed, 8 do. chestnuts, 1100 boxes vermicelli, 130 casks oil.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
July 14,	Mobile,	W.N.W.	4.0 p.m.
» »	Dragon,	S.W.	4.9 a.m.
» 19,	Jane,	E.N.E.,	7.0 p.m.
» 20,	Zilia,	N.E.,	1.0 a.m.
» »	Edward Koppisch,	N.E.,	noon.
» »	Merchant,	N.E.,	1 p.m.

Advertisements.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

FOR LIVERPOOL.

British barque »*WILLIAM PEILE.*» 279 tons, John Bell, 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, and has only disengaged room for a limited quantity of hides and bales, she is warranted to have quick despatch, her accommodations for passengers are very superior.

Consignees Messrs. J. Best & Brothers.

British barque » *MARY QUEEN OF SCOTS,*» 269 tons, Wilcox, commander, A. 1. at Lloyd's, well known in this trade and the Brazils as a remarkably fast sailer, and is in every respect a most superior opportunity for goods and passengers, having most superior accommodations, this vessel is now in the inner roads where she will load two-thirds of her cargo.

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 Havre de Grace.

French barque »*ANKOBER,*» 197 tons, J. A. Bosque, Commander, is one of the line of packets, has a great portion of her cargo engaged, and is warranted to have quick despatch, her accommodations for passengers are most superior, and early application will be required.

Consignees Messrs. E. Ochoa & Co.

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 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 respeet a most superior opportunity for cargo and passengers.

Consignees Messrs. V. Casares & Sons.

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, and has still room for from 4 to 5000 dry hides.

For further particulars please apply to her Consignees Messrs. Becher, Preuss & Co.

For Freight or Charter.

British barque »*CHEROKEE.*» 270 tons, A. 1., J. Caldwell, commander, British built, and a remarkably fine and fast sailing vessel will be ready to receive cargo in the course of 20 or 30 days.

Consignees Messrs. J. Galt Smith & 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 27, 1850.

British Library.

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

Academy & Boarding School for young Ladies and small Boys.

MISS PEABODY respectfully begs to inform her friends that she has re-commenced her school at Calle Chacabuco, No. 27, and that henceforth in addition to the English branches of education, will be taught the Spanish language.

July 25th, 1850.

On Sale, at J. Blues' store,

Corner of Calles Mayo and La Merced.

Port and Sherry Wine, in bottles or by measure, of very superior quality, and very cheap.

Martell's Brandy.
Hollands Gin.
Cordials.
Sauces and Pickles.
Currants.
Capers.
And other articles in the line.

Buenos Ayres, 26th July, 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.

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.

Just Received,

Per »Mary Qneen 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.

The Study of the Spanish Language rendered easy and entertaining.

The undersigned begs leave to inform his Friends and the Public that he has commenced giving Lessons of this language.

The system he follows is Ollendorff's; the superiority of which, to all other works of the kind extant, is so apparent, that it will suffice to receive but one lesson, in order to be convinced, that its no longer an arduous nor tedious undertaking to learn this beautiful and important language. The lessons consist of pleasant dialogues, between the teacher and the scholar, instead of the tiresome exercises, and multitude of rules (unintelligible to many of the scholars,) of which other systems are composed.

Terms—For every private lesson in the undersigned's house, *ten dollars;* elsewhere, *twelve dollars;* adding *five dollars* more. if in said house; and *six dollars* more, if elsewhere, for every scholar exceeding one.

Buenos Ayres 18th July, 1850.

J. NEGROTTO.

Calle Reconquista, No. 184.

Wants a Situation.

An Englishman wants a situation as Cook or Steward, he has had experience in both capacities; Apply at No. 59, Calle Mayo.

For Liverpool,

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

Gauntlet.

by register 206 tons,
John Presley, Master.

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

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

June 1st, 1850.

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 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 ANTWERP.

The clipper built A. I. 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 BOSTON.

The superior coppered and copper-fastened, well-known American brig

"Cronstadt,"

271 tons,
Capt. E. Hatch.

Having already a great part of cargo engaged, can admit on freight dry hides and bales at current rates.

For passengers this vessel has excellent accommodations.

Please apply to the Consignees Messrs. Zimmermann, Frazier & Co., or to

For the foregoing vessels apply to

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

For Havre de Grace.

The very superior, A. 1. 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.

The Public are respectfully informed that a new Grocery Store has been opened by T. Nuttall & Brothers, situated at the corner of the Streets Mayo and Cuyo, which being well assorted with good articles, all parties are invited to make purchases and convince themselves that this store can sell as good an article for the money as any other store in this city; the best of Wines and Spirits to be had, at as low a price as the same article can be had for in Buenos Ayres. Orders executed for Hardware or Ship Chandlery. Parties requiring anything in this line will oblige by calling on the Premises.

Also in deposit, and for sale the following arcles for shipping—excellent Mess Beef of the first quality, Salted Beef in barrels, Mutton Hams and Smoked Beef, &c., all selling at moderate prices.

No. 80 Calle Mayo and 13 Calle Cuyo.

Buenos Ayres, July 12th, 1850.

NOTICE.

The undersigned begs most respectfully to inform the public that he has opened a Haberdasher's, Mercer's and Linen Draper's Shop, No. 37½ Calle Piedad, where he hopes by strict attention and moderate charges to obtain a share of their patronage and support.

GEORGE FITZPATRICK.

Buenos Ayres, July 12, 1850.

For New York,

The very fast sailing coppered and copper fastened, first class, American barque.

Ann Hood,

burthen 313 tons,
Wady, Master.

Having three fourths of her cargo engaged and ready for shipment, will have quick despatch.

For freight of the remainder, or passage, (her accommodations being very superior) apply to the Consignees Messrs. Zimmermann, Frazier & Co., or to

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

July 18, 1850

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 qnick 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.

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.

For Sale,

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

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.

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.

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

To Let,

A Room with a Cook House, a small Patio, &c.

Apply to the Watch Maker's Shop, No 60 Calle Santa Rosa, 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.

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.

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.

Ollendorff's Spanish Grammar.

Any person wishing to dispose of one or more copies of this work will find a purchaser on application at No. 89½ Calle la Merced.

EXPORTS.

FEATHERS.—Duty, 4 per cent.				
Ostrich, platted	lb	–	á	7½
» loose	do	4	á	5
HAIR.—Duty, 4 per cent.				
Horse, short	arroba	40	á	42
» mixed	do	48	á	54
» long 18 to 24 inches	do	110	á	120
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal		—	á	—
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.		54	á	56
Matadero, country, 25 to 30 lbs. av.		50	á	52
For Spain, per 35 lbs		—	á	50
» North America, per do		—	á	48
Of all stake	per do	42	á	46
Salted ox, 60 lbs. av, per 60 lbs.		—	á	42½
Do. » 63 lbs. and above do.		43	á	46
» cow 45 to 48 lbs. average do		—	á	37
» » 50 lbs. and above do.		—	á	37
Horse, salted, each		—	á	8½ rs. all
» dry	do	13	á	14
HORNS—Duty, 4 per cent.				
Ox	thousand	800	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.		52	á	56
Chinchilla, per dozen				
Goat	per do	—	a	—
Nutria	per lb	5	á	5½
Sheep, washed, fine and ordinary	dozen	40	á	42
Do. dirty	do	30	á	34½
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.	—	á	22
WOOL.—Duty free.				
Ordinary, washed	arroba	35	á	40
Do. dirty	do	18	á	20
Mestiza, washed	do	40	á	45
Do. dirty	do	20	á	28
Fine, washed	do	55	á	65
» dirty	do	28	á	40
Cordova, washed		27	á	27½ rs. all
Do. dirty				

MONEY MARKET.

EXCHANGE, England, in currency, 3½d. per dol
Do. do. in specie 68s. 6d. 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, 69s. per ounce:
The lowest, 68s. 6d per oz.

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

BULLION—Spanish doubloons....	238	á	238½
" Patriot doubloons	234½	á	235
" Do. Dollars	14½	á	15
" Spanish do. & Patacones		á	15
" Plata Macuquina.....		á	13½

The highest price of Spanish doubloons during the week 238½
The lowest 236
The highest price of Patriot doubloons during the week 235
The lowest 231
Permits for shipping specie, prem. per cent. ¾ 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. } per 2240 In pipes 35s } 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	¼ 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.