



ARGENTINES.

AND
[Established in 1826.]

Buenos Ayres, Tuesday, August 3, 1850.

(No. 1248.)

BUENOS AYRES.

We have the satisfaction of recording in our present number the exchange of the ratifications of the Southern Convention, by the High Contracting Parties—H. M. Queen Victoria, on the one part, and H. E. General Rosas, Supreme Chief of the Argentine Confederation, on the other.

In ordinary cases such an event would have produced a deep sensation in the community; but in this instance the result had been so long and so confidently anticipated, that it can hardly be said to have caused any perceptible excitement. In fact, nearly all the provisions of the Convention had been carried into effect previously to the ratification; a circumstance happily indicative of mutual good faith and confidence, and which we gladly hail as the prelude of a sincere reconciliation and lasting friendship.

The following official correspondence took place on the occasion—
Copy.

Paris, Buenos Ayres, May 20th, 1850.

Sir,
It is the honor to announce to Y. E. that I have received H. M.'s Ratification under the Great Seal of the Convention, signed on the 14th November last, between Great Britain and the Argentine Confederation; and that I am instructed under the Eighth Article of that Convention to exchange the Ratification against a similar Instrument, ratified by H. E. the Governor and Captain General of Buenos Ayres, charged with the Foreign Relations of the Argentine Confederation, Brigadier Don Juan Manuel de Rosas.

I avail, &c.,
[Signed] HENRY SOUTHGATE.

His Excellency Don. Don Felipe Arana,
Minister for Foreign Affairs,
&c. &c.

Extrait.

H. E. the Governor, in view of this estimable communication of Y. E., has ordered the undersigned to express to you in reply, that the undersigned being authorized by H. E. to make the exchange of the Ratification of the Convention of the 24th November last, between the Argentine Confederation and Great Britain, he will take place on Wednesday the 19th instant, at the residence of the undersigned, at 6 o'clock, &c.

Don preserver Y. E. many years.

FELIX ABRAHA.

His Excellency Henry Southgate, Esq.,
H. M.'s Minister Plenipotentiary,
&c. &c.

RATIFICATION OF H. M. QUEEN VICTORIA.—Victoria, by the Grace of God, Queen of the United Kingdom of Great Britain and Ireland, Defender of the Faith, &c. &c. Do all and singular to whom these Presents shall come, Greeting: Whereas a Convention between the United Kingdom of Great Britain and Ireland, and the Argentine Confederation, was concluded and signed at Buenos Ayres on the Twenty Fourth day of November, in the Year of Our Lord One Thousand Eight Hundred and forty nine, by the Minister of Foreign Affairs and of the said Confederation, duly and respectively authorized for that purpose; which Convention is void for want, as follows—
[Here the Convention—]

We having seen and considered the Convention aforesaid, have approved, accepted, and confirmed the same in all its articles and conditions, and expresseth in these Presents approve, accept, confirm and ratify it for ourselves, Our Heirs, and Successors; Enjoining our Preliminary upon Our Royal Words, that We will sincerely and faithfully perform and observe all and singular the things which are contained and expressed in the Convention aforesaid, and that We will never suffer the same to be violated by any one, or transgressed in any manner, as far as in Us lies by Our Power. For the greater Testimony and Validity of all which, We have caused the Great Seal of Our

United Kingdom of Great Britain and Ireland to be affixed to these Presents, which We have signed with Our Royal Hand—Given at Our Court at Buckingham Palace, the fourth day of February, in the Year of Our Lord One Thousand Eight Hundred and Forty nine, by the Minister of Foreign Relations, Member of the Supreme Court of Justice, Don. Don Felipe Arana, Plenipotentiary on the part of the Government of the Argentine Confederation; and H. E. the Honourable Henry Southgate, Esq., Plenipotentiary on the part of Her Britannic Majesty, which Convention is literally as follows—
(Here the Convention.)

Therefore, General Juan Manuel de Rosas, Governor and Captain General of the Province of Buenos Ayres, Endowed with the Foreign Relations of the Argentine Confederation, having given account of the preceding Convention to the Honourable Chamber of Representatives, and obtained its approbation and full power for ratifying it; by the present ratifies it in due form, the Government of the Argentine Confederation binding itself, faithfully and invariably to fulfil all the stipulations therein contained.

In testimony whereof, General Juan Manuel de Rosas, Governor and Captain General of the Province of Buenos Ayres, signs the present ratification, with the Seal of the Government Endowed with the Foreign Relations of the Argentine Confederation, in Buenos Ayres, on the Tenth day of May, in the Year of Our Lord, One Thousand Eight Hundred and Fifty.

JUAN MANUEL DE ROSAS.

The losses sustained by the shipping in the port of Buenos during the past of the 91st and 92nd are have been still more considerable than those experienced here and at Montevideo, and include, besides upwards of twenty smaller vessels engaged in the coasting trade which have either been totally lost or suffered very serious injuries, the following foreign merchant vessels, viz: Spanish brig "Conchita," Brazilian polacre "San Antonio," Sardinian brig "Duo Giulio" and polacre "Precozero." The Oriental sloop "Charron," was also lost. All the above foreign vessels were more or less laden with produce. The Spanish polacre "San Antonio" and brig "Unico" are the only two vessels which rode out the storm in safety; the latter was however obliged to unship her mainmast. No lives, fortunately, were lost. Three other vessels are stated to have been wrecked on the coast between Point Carra and Santa Rosa; the particulars will not transpire.

The French barque "Zeluila" which sailed hence on the 18th with a full cargo of produce for Havre, and which was mentioned as having been off Montevideo when the gale commenced, it has been since learned was shipwrecked on the Panels rock, not far from Montevideo. The American steamer W. J. Pease, which sailed hence for Montevideo on the 27th, would it is understood, immediately after reaching that port, proceed to the wreck in order to save what she could of the cargo.

ENGLAND.

In the language of the American journals, "another funny fair up" was lately witnessed in the Congress of the United States. The diversion was created on this occasion by the unexpected production of a correspondence between the American and the American Secretary of the State respecting some questions in which the commercial interests of the two

countries were rather closely concerned. In the documents themselves there was little enough of animosity, as will presently be seen, to provoke the language of invective or passion, but occasion was taken by Mr. James Cooper, one of the Senators for Pennsylvania, to assail the purport of the correspondence, the character of the transaction, and the conduct of Sir Henry Bulwer in terms far exceeding the latitude conceded by the freedom of Parliamentary speech.

The recent modifications of our navigation laws have been criticised, as the reader is aware, with an equitable liberality of spirit on the part of the United States, and the advantages accruing to commerce from the reforms were signally exemplified, but the other day in the exemption of British vessels at San Francisco from obligations which pressed with considerable hardship upon the shipping of other nations lying in that port. A reservation, however, as it is hardly necessary to add, was made in the liberty of navigation thus declared by our legislation. The coasting trade, that is to say, the trade between the several ports of the United Kingdom, was to be confined to British vessels exclusively. It could not of course be expected that other nations would forego in our favor a privilege which we ourselves preserved with great jealous care, nor did Sir Henry Bulwer dream of negating that the trade along the Atlantic or natural seaboard of the States should be opened to British shipping. But the Mexican colonies, the colonization of Oregon, and the mineral wealth of California, have now provided America with a new seaboard on the opposite coast, which is rapidly rising into commercial importance, and which, unless preserved with the same jealousy, is inevitably attract to its ports a large proportion of the shipping of the world. It is true that the trade between these ports and the ports on the Atlantic shores of the States may be literally deemed pertaining to the coasting trade of the Union, and may therefore be claimed as the exclusive property of American vessels; but it is equally obvious that the spirit of the original reservation would be wholly lost in such an application of its principles. The coasting trade reserved to the shipping trade of the United Kingdom is a trade between contiguous ports, demanding only a particular class of vessels, a circumscribed investment of capital, and a limited development of enterprise. Of the same general character would be the trade between Boston and Baltimore, between the Hudson and the Chesapeake, or between Charleston and New York. But the nature of the traffic is radically altered when between ports of the same political community are interposed many thousand miles of the high seas, and when the so called coasting trade involves nothing less than the circumnavigation of half the globe. Before a vessel can reach the Pacific ports of the United States from any port on the opposite shore, the whole extent of the Atlantic and North Atlantic Oceans must be traversed, Cape Horn must be doubled, and one of the longest known voyages, along coasts far beyond the territorial jurisdiction of the States in question, must be successfully performed. It is clear that this can only be considered a coasting trade by the most prodigious expansion, if not an entire perversion, of the original idea. The analogous traffic on our side would be, as Sir Henry Bulwer pointed out, not that between Hull and Yarmouth, or Bristol and Swansea, but that between British ports and the transmarine possessions of the United States, and as this latter is not deemed to foreign vessels be desired with great justice a corresponding indulgence to ours, and requested that British vessels might be permitted to trade between the several Pacific ports of the United States. Two days later we addressed a second note to Mr. Clayton, expressing our anxious desire on the part of our Government that no augmentation might take place in the duties already imposed on British shipping imported into the American ports, conveying his own apprehensions that any measure so essentially opposed to the spirit of the recent commercial negotiations between the two Governments might be disastrous to the latter country. Now, it is undoubtedly possible that the requests thus proffered may seem less onerous than the Americans might otherwise but we can scarcely imagine that any person would describe them as other than most legiti-

mate subjects for the notice of a Minister intrusted with the care of his country's interests in a foreign land. Mr. Senator Cooper, however, stigmatized Sir Henry Bulwer's conduct as impertinent, abusive, and insulting; attributed the correspondence to a clandestine intervention in behalf of the slave institutions of the Union; passed, by an angry and becoming digression, to the schemes of the British Minister at Madrid, and concluded by calling upon the Government to administer such rebuke as the French Minister's transgressions had attracted some months ago.

So unassessably an exhibition of violence, which under ordinary circumstances would have called for little notice, served on the present occasion to elicit a concurrence of approval and compliment so honourable to the American Senate and so flattering to the British Minister that it is difficult to regret the incident, which called forth such a demonstration. Statesmen of the most opposite political opinions agreed in justifying Sir H. Bulwer's conduct, and in denouncing the intemperate rudeness with which it had been attacked. Mr. Cooper's motion, indeed, lay pretty close to the surface. His Pennsylvania constituents are the great iron producers of the Union, and the hon. Senator did but acknowledge their recent services in supporting their interests at the expense alike of British exporters and American consumers. As regarded the pretext of his complaint, there is an obvious injustice in the application of Sir Henry Bulwer which disarmed his investors of their force; nor could General Lopez on this occasion but deem himself concurring with Mr. Clay, be likely to forget that he himself when Minister for France had made precisely similar representations to the French Government respecting the duties on tobacco. It will certainly be considered a mistake on the part of the Minister, had formed an accurate conception of his duties in bringing these subjects under the notice of the American Government, nor would it be easy to withstand the proposal of financial economists for the abolition of such international misgivings if questions like these are presumed to be excluded from the attention of the Legislature.
(Times, April 12.)

THE UNITED STATES.

THE CUBAN EXPEDITION.

(From the "Daily Tribune" of May 16.)

We gave, in "The Tribune" of Tuesday, a general outline of circumstances under which the present expedition against Cuba has been set on foot. We have recently learned, from a perfectly reliable source, some other facts connected with it, which tend to throw even a greater uncertainty on the result. The present expedition under General Lopez, as is well known, is an attempt to effect the independence party on the Island of Cuba. On the contrary, this party has no confidence in Lopez, merely through whose military designs the first attempt was unsuccessful. Nevertheless, it has been silently preparing for another struggle, and at its present will supplied with means and all the equipment necessary. Its agent in this country, who has sufficient funds at his command to fit out a more powerful expedition, has refused to give assistance to the Spanish movement. The course of action agreed upon by the genuine Cuban party is, to make no attempt to give any assistance to Spain has been thoroughly aroused, and all her emissaries are on the alert, but to bide their time till some opportunity should occur, and there would be less resistance to overcome.

The Lopez Expedition, which has lately sailed from Havana Southwards, carries the design, it is believed of effecting a landing on the Southern coast of Cuba, is unopposed by adequate means. The greater part of its funds are raised on scrip, based on the spoils of the Government Treasury of Cuba, much of which has been sold for some \$200,000, to the advantage of the American Government. The whole thing has been gotten up under the joint auspices of Gen. Lopez and a former writer in the "New York Herald," who is doubtless a tolerably well-known to the public. The command was at first tendered to General Worth, who it was said had declined the offer; but his death it has been tendered to General Quitman, by whom it has probably been declined, although

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST

For arrivals and sailings of Friday see Marine List.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for NATIONAL, BRITISH, AMERICAN, and FRENCH.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for SPANISH, SARDINIAN, and TUSCAN.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for BELGIAN and NEAPOLITAN.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for BRAZILIAN, HAMBURG, and PORTUGUESE.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for NORWEGIAN and SWEDISH.

Table with columns: Date of Arrival, Vessels and Captain's Names, Tons, Consignees, Destinations. Includes sections for DANISH and FOREIGN VESSELS OF WAR IN PORT.

val stores and earthenware: 1 wine, paper, merchandise, fruit, oil, naval stores, brooms, dragee; 1 wine, fruit, fish, oil, marble, furniture, soap, lumber; 1 wine, paper, fruit, oil, pepper and rice; 1 Genoa and Rio Janeiro, bricks, wine, oil, vermilion, canary seed, marble and fruit. Hamburg 2, 1 hardware, merchandise, coal, lumber, naval stores, dragee, spirits, provisions; 1 merchandise, coal, lumber, naval stores, spirits, provisions, cement. Liverpool 2, 1 hardware, ale and porter, cotton, iron, machinery and coal; 1 hardware, ale and porter, iron, machinery, earthenware and coal. United States 4, 1 rice, flour, spices, naval stores, trunks, buckets, tins, dry goods, hardware, boxes, cars, brooms, paper, matting, lumber and furniture; 2 lumber and specie; 1 lumber. Brazil 7, 1 sugar, rice, tobacco, coffee; 1 lumber, yerba, farina and fruit; 1 sugar, tobacco, farina; 1 rice, lumber, farina, firewood; 1 sugar and sweetmeats; 1 rice, lumber and yerba. Buenos 3, 1 ballast; 1 merchandise, paper, specie; Havana 2; 1 sugar, molasses, rum, cigars; 1 sugar and specie. Montevideo 5, all in ballast, with passengers. War vessels 5. Total 43.

The Sailings during the same period, besides the 32 vessels which have proceeded hence for different ports laden with native produce, as shown in the annexed statement, have been as follows: Valparaiso 1 in ballast; Brazil 5, all in ballast; Buenos 3, both foreign produce; Montevideo 5, all in ballast; war vessels 6.

Table with columns: Vessels sailed with cargoes of native produce, Do. Do. with foreign produce, Do. Do. in ballast, War vessels. Totals: 39, 11, 11, 6.

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MARINE LIST

PORT OF BUENOS AYRES

July 27.—Wind W. N. W. Arrived, Sardinian lugger of war Pama, Lieut. Sivori, from Montevideo 29th inst. Passengers 5. American steamer W. J. Pease, 314 tons, Edward Jessup, from Montevideo 29th inst. Passengers—10.

Sailed, British brig Hibbert, 255 tons, Joseph McCoy, for Liverpool, dispatched by James Carthy, with 134 boxes tallow, 192 quarter pipes, 5, 5408 sacks of corn and cow hides, 1854 salted horse do., 35400 head bones, 9 bags.

Brazilian brig Venus, 155 tons, Luis A. Rodriguez, for Salado, in ballast, to take in a cargo of produce for Brazil, despatched by Antonio F. Ramos.

Sardinian schooner Nueva Carmen, 61 tons, Domingo Macero, for Montevideo, in ballast.

American steamer W. J. Pease, 314 tons, Edward Jessup, for Montevideo, in ballast, despatched by Zimmermann, Frasier & Co.

July 28.—Wind N., at 6 p. m. changed to E. N. E. Arrived, Spanish schooner Peps, 130 tons, Marcelino Dominguez de Sota, from Havana 29th April, to Liverpool & Sosa.

Brazilian brigantine of war Eolo, 3 guns, Lieut. Ailbin, from Montevideo 29th inst.

Sailed, French bracke Anna, 247 tons, Leconte, for Havana, despatched by E. Ochoa & Co., with 12,216 dry ox and cow hides, 130 boxes tallow, 16 bales horse hair, 5 do. goat skins, 22 do. wool, 14,300 bones, 1 bale catfish feathers, 1 box and 3 bundles merchandise.

July 29.—Wind N. E., at 2 p. m. changed to N. W. No arrivals or sailings.

July 30.—Wind N. E., in the afternoon changed to E. W., slight rain. Sailed, during the night, Brazilian brigantine of war Eolo, Lieut. Ailbin, for Montevideo.

July 31.—Wind S. W., slight rain. Sailed, Danish brigantine Holstein, for Brazil, in ballast.

Sardinian brig Sabas, 320 tons, P. Penante, for Brazil, in ballast, despatched by Adolfo Mancilla & Co.

August 1.—Wind S. E., in the afternoon changed to E. N. Arrived, American bracke Wahab, 598 tons, Waldo Hill, from Boston 17th May, to Samuel B. Hale, with 100 barrels sugar, 1 tin tobacco, 2 do. and 1 cask merchandise, 511,231 feet pine lumber, 56,250 shingles, 300 doubleboxes.

Hamburg brig Friedrich Ernst, 198 tons, E. A. Amundsen, from Hamburg 22 May, to Freyer Bruchers, with 25 boxes glass, 17 do. hardware, 10 do. crystals, 202 pieces linen, 34 boxes merchandise, 11 hogsheads wine, 64 bundles cordage, 20 tons roman cement, 10 casks and 99 boxes tin, 5 boxes leather, 3000 hams, 2 pianofortes, 30 boxes spearmint, 1 do. cigars, 37 bundles and 10 boxes baggage, 5 do. dry goods, 600 jars and 1,352 demijohns gin, 2 bales, 22 pipes and 167 boxes merchandise.

Spanish bracke Don Amigo, General, from St. Catherine's 19th July, to order. Sailed, Sardinian polacre Tevere, 195 tons, Bartolo Sivori, for Genoa, despatched by Sivori & Schianfin, with 2482 salted ox and cow hides, 2000 dry do., 2484 dry horse do., 29 bales sheep skins, 5000 N. E. fresh.

August 2.—Wind N. E., fresh. No arrivals or sailings.

Vessels passed Point Indio. Date, Name, Tonnage, Time. July 24, Mason Barney, South, 840 p.m.; 25, Mary Smith, Do, 8.0 a.m.; 26, Blair, North, 9.0 a.m.; 27, Ulysses, N. by W, 7.0 a.m.; 28, Baseraman, North, 10.0 p.m.

Vessels Spoken. On the 29th ult., off Lobos, British brigantine Merchant, hence 12th for Liverpool, by the Friedrich Ernst arrived here on the 1st inst., from Hamburg.

MARRIED. On the 1st inst., by the Rev. H. M. Faulkner, Mr. Joseph William Frederic Romano, native of Constance, Switzerland, to Miss Eleanor Price, of London.

Table with columns: Thermometer in the Mirror of the Commercial Rooms. Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday.

Table with columns: Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 3rd inst. National, British, American, French, Spanish, Sardinian, Brazilian, Norwegian, Belgian, Hamburg, Danish, Portuguese, Tuscan, Neapolitan, Swedish.

Advertisements. Wants a Situation. An Englishman and his wife wish to obtain situations in an English or German house as steward and cook to which capacity they have been engaged for several years. Good references can be given. No more trouble need be enquired who do not allow a second waiting and kitchen boy.

A note addressed J. M. G. and sent to No. 57 Calle Santa Clara, will meet with attention.

Olendorf's Spanish Grammar. Any person wishing to dispose of one or more copies of this work will find a purchaser on application at No. 59, Calle de Maese.

Academy & Boarding School for young Ladies and Misses. MISS PEABODY respectfully begs to inform her friends that she has re-commenced her school at Calle Chaabon, No. 37, and that her boarders in addition to the English branches of education, will be taught the Spanish language.

July 26th, 1850.

