BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1248.) BUENOS AYRES, SATURDAY, AUGUST 10, 1850. [*Established in* 1826.]

BUENOS AYRES.

It is with no ordinary sensations of sorrow we record in our Obituary of this week, the demise of our esteemed contemporary, JAMES BERNAN, Esq., Administrator and Responsible Editor of the Gaceta Mercantil. Whilst we bow in meek submission to the decrees of an all-wise and all-gracious Providence, we mingle our tears with those of his bereaved family and afflicted relatives; and humbly implore the Father of Mercies to pour the balm of his divine consolation into their wounded spirits.

Eminently republican in his principles, and fervently devoted to the national cause of his adopted country, the military insurrection of 1828 excited his youthful ardour, and in giving expression to his patriotic feelings, his abilities as a public writer were gradually developed and matured. From choice and conviction he became an early and attached adherent of General Rosas, and throughout the long and eventful period of his public administration, continued a sincere, zealous and consistent advocate and supporter of his cause and measures; a circumstance which drew down upon him an ample share of the obloquy and abuse, so recklessly lavished, especially by the Montevidean press, on all and sundries connected with the national party: but, to his credit be it recorded, no one ever dared to impugn the sincerity of his motives and professions, the consistency of his public conduct, or the unsullied purity of his private character. And when time has cleared away the mists of prejudice, allowed party antipathies to subside, and fully developed the fruits and results of the comprehensive and prudent policy, so ably, indefatigably and successfully maintained by that Illustrious Statesman, we fearlessly anticipate a verdict, flattering alike to the talents, the honesty, the manly independence, and patriotic devotedness of our departed friend.

But it is to the personal worth and domestic qualities of the deceased, that memory fondly reverts on this melancholy occasion. Exemplary in all the relations of life, his conjugal affection and parental tenderness were only exceeded by his filial reverence. Sympathetic, obliging and generous, his heart and his hand were ever open to the appeal of distress. Cheerful and sociable, frank and communicative, he enjoyed with zest the hour of social intercourse, which he enlivened from the stores of a retentive memory, amply furnished with general literature as well as politics. Embalmed in these endearing associations, his memory will long be cherished by a numerous and an attached circle of friends.

REQUIESCAT IN PACE!

EUROPEAN INTELLIGENCE.

Our dates, by H. M's. packet Seagull, reach to the 4th June; but the news they contain are very meagre and uninteresting. For the present we can only offer a hurried outline; reserving details for a subsequent number.

GREAT BRITAIN.

Internal affairs begin to wear a comparatively pacific and tranquil aspect. Food is abundant, and compared with former prices, very cheap, but, compared with the average remuneration of labour, not so cheap as to prevent much suffering and privation. Trade appears to be in firm and healthy, rather than a flourishing condition. Cotton has latterly risen a shade, not from any extraordinary demand for manufactured goods, but from a real or supposed deficiency in the supply of the raw material. The raw produce of this country, we are happy to say, keeps its ground firmly, and indicates a tendency rather to advance. Considering the immense quantity that has been remitted from the River Plate during the last two years, we cannot account for the present buoyancy on the plea of a scanty supply, and must therefore have recourse to a gradually increasing consumption, and progressive appreciation.

In politics the party warfare, inseparable from the British character and constitution, is gallantly maintained. The low prices, consequent on an abundant supply, press heavy on a numerous and important class, the agriculturists; and afford the Protectionists abundant pretexts for assailing the whole system of free trade. Still they are the mere tactics of party warfare, and no one, we presume, now dreams of restoring high duties, restrictions and monopolies, as a cure for the present evils. However, judging from the dolorous complaints, death from repletion is quite as horrible in prospect as death from starvation. When once the rent of tenants, and the expenditure of landlords have been adapted to the new order of things, we have no doubt that all will proceed smoothly and satisfactorily. At all events, any attempt at now prohibiting the importation of food into Great Britain, would be quite as ridiculous, if not impracticable, as to prohibit the importation of labour and capital into the United States, Brasil, or the Argentine Confederation. The recent modifications in the Navigation Laws of Great Britain come in for a due share of vituperation—and we elsewhere give a letter from Buenos Ayres on the subject, interesting rather from its local associations, than any sound and comprehensive views of trade and policy therein advocated.

In her external relations, the gloom that latterly obscured her horizon begins to dissipate; to the chagrin and disappointment, we may suppose, of the Alarmists, who have long been recreating their distempered imaginations with the anticipations of a general European war. Diplomatic relations are re-established, or about to be re-established with Spain, and it is said that our old and respected friend, Lord Howden, is to have the honour of being Her Majesty's Representative at the Court of Madrid. The fracas with France, arising out of the Greek mediation is understood to be settled. Sir Henry Bulwer progresses with rail-road celerity and high steam pressure, in his amicable arrangements with the Cabinet of Washington; whilst Mr. Southern has been equally successful in restoring matters to their proper and natural equilibrium in the River Plate. In fact we see more cause to congratulate Viscount Palmerston on his success, than condole with him on his perplexities; and, in behalf of the common interests of humanity, we hope to see the great principles of free trade and free navigation, fairly and impartially tested under his presiding auspices. Reciprocity of trade and commercial interests between England, France, and the United States, is a better guarantee for the peace and prosperity of the world, than all the political alliances that have been, or that can be formed. In this view we accept the Peace Association, as the product and index of a just and pacific sentiment, more or less extensive to all the communities of Christendom; and the harbinger of a brighter era for the destinies of our race.

FRANCE.

Comparative tranquillity prevailed both in the Capital and Departments; though not sufficient to inspire the capitalist with the necessary confidence in its permanency, or give a steady impulse to industry and business. The new electoral law has been carried by a small majority of the Assembly, and with much less popular excitement than was anticipated; but the real danger is perhaps not the less imminent, that the outward expression of dissatisfaction is suppressed. As the eruption of a volcano may spare the horrors of an earthquake, so a little latitude in discussing real or imaginary rights, may often save the worse evils of a revolution. Besides the Parisians are becoming adepts in revolutionary tactics, and possibly the first indication of any crisis may be the *de facto* erection of a barricade.

That there is a positive pressure from without, may be inferred from the adoption of the electoral law, and other precautionary measures. The periodical "Napoleon" has also been suppressed; the head and front of whose offending we have been unable to discover.

The recent rupture with England, is ably epitomised in the following extract from a provincial paper:—

"France, and Russia, and England, had made a Greece into a kingdom, and had given it to this Bavarian repudiator. To France and Russia, then, did England willingly submit her case, and both those powers, so far as the money question was concerned, *gave a verdict for the English creditors for a larger amount than the English minister, Mr. Wyse, has received.* France did more. She volunteered in the best spirit to become peace-maker between Great Britain and Small Greece, and our ministry in an equally cordial manner accepted the good offices so tendered. A French gentleman, Baron Gross, set off for Athens; but when he got there, his logic, and his reasons, and his good intentions, were equally unavailing with those that had been tried before by others. The Greek would not agree to pay his debts, and Gross admitted he could do nothing. Meanwhile, another arrangement set on foot by the friends of peace and concession was going on in London, in which the French minister at St. James's, and Lord Palmerston were the active parties. They after many conversations and some correspondence, decided upon terms for the final settlement of the difficulty. These terms were known and agreed to by the Russian ministry, and having been signed, were despatched to Athens. Meanwhile, however, Mr. Wyse, the representative of England in Greece, had felt taut when Baron Gross had given up his mission as impracticable, it was time to settle the matter by the only arguments that King Otho was open to. Admiral Parker was instructed accordingly; the blockade was reestablished, bombardment of the palace was hinted at, and the money was paid.

After this termination of a long dispute—when the repudiator had been forced to be honest against his will—the French steamer, with London letters, hove in sight of the Piræus. Amongst those letters was contained the decision of the French Ambassador and Lord Palmerston. But it was too late: Admiral Parker was making ready for Malta.

When the news of these things reached Paris, the ministry of President Louis Napoleon were in a terrible fix about the new Electoral Law, which they want to get passed. The people of France were believed to be ready for revolt against the authorities, who sought to abridge the suffrage. Something was wanted to turn French attention from French politics. The Greek business came on a Godsend, and was seized with avidity. "*Perfide Albion*" was the cry. M. Drouyn d' L'Huys received sudden orders to leave London for Paris. Lord Brougham got into a fidget, and made the most of the fact in the House of Lords. Lord John and Lord Palmerston and the Marquis of Lansdowne put themselves into something like a false position by attempting to avoid a frank admission of the whole facts at once; and stock exchange *bears* and political croakers went to work to predict all sorts of mischief, and to assert all sorts of good grounds, but the true one, for the recall of the ambassador to his republican friends in Paris. A day or two passed, and the funds recovered their decline; the newspapers began to reveal the true state of the case, and the public must soon appreciate its real merits. The moment they do so, they will see that France and England cannot possibly have any serious quarrel when no insult or quarrel was intended."

MONTEVIDEO.

"A tragical and disgusting episode has been brought to light. It appears that about the middle of June last, a party from the Cerro, a military dependency of Montevideo, despite the suspension of hostilities, consequent on the Los Predour negotiations, had surprised a quantity of cattle belonging to the besiegers, under the charge of three individuals, two men and a lad. The act of robbery was consummated; the cattle being carried off, and their keepers along with them.

President Oribe naturally reclaimed against the violation of the armistice, and very properly demanded that the cattle should be restored, and the individuals who had been in charge of them, set at liberty. The Government of the town of Montevideo, conscience-stricken, offered to pay the value of the cattle; but a horrible mystery still hung over the fate of the unfortunate keepers.

The worst suspicions of H. E. President Oribe were speedily excited, or rather confirmed; and a direct appeal was made to the French authorities on the Station. M. Tinant, Commandant of the French naval forces, took up the subject with a laudable zeal. Attended by M. Devoize, Consul General of France in Montevideo, and various Officers of the French squadron, he commenced an active search, at the head of a party of French sailors; accompanied by Señor Batlle, Minister of War of the Government of Montevideo, and Señor Ruiz, Commandant of the Cerro.

After a long and anxious investigation, the hapless victims were at last discovered, naked! murdered!! and their throats cut!!! Damning proofs of criminality, within gun-shot of the Fort; and to which Batlle and Ruiz, upon being interrogated by Commandant Tinant, could answer nothing more than that "*They knew nothing, had heard nothing, that the fact to them was altogether strange, new, and astonishing. That they must have seen it to believe it, &c.*"

We abstain from all comment on such dastardly and despicable conduct; congratulating the French authorities on their manly and independent deportment on this trying occasion.

M. THIERS.

In the heat of debate, on the electoral law of France, in the Session of the National Assembly of the 24th May, Mr. Thiers made the following startling admission:—"Though for the last two years I have conformed to many things, I have been converted to none of them."

Astounding as the audacity of this avowal must appear, Mr. Thiers is perhaps entitled to full credit for its truth and sincerity; and coming, as it does, from the recognised leader of an influential, if not numerous party of Frenchmen, it throws a flood of light on the actual position and future prospects of France.

From it we are entitled to infer, that the co-operation of Mr. Thiers, and, we may add, of his party, is hollow and deceptive; in other

words, that they feign to support the present republican institutions, only on grounds of expediency and necessity; and consequently are prepared, on the first fitting opportunity, to aid in upsetting them. After a declaration as explicit as significant, no one at least can complain of being taken by surprise.

With the merit or demerit of his principles, with the policy or impolicy of his avowal, we have little concern; but there is a positive and direct antagonism between his *principles* and *position*, that no statesman can hope to see escape public animadversion. With his avowed principles, an honest and upright man would have declined his present position, as a representative of Republican France. Be the talents and sagacity of the politician what they may, our confidence in the honesty and ingenuousness of the man is lost for ever.

With such supporters, little stability can be anticipated in the present order of things; and if the actual Government quietly tolerate such undisguised attacks, that sap the very foundations of the social edifice, it proclaims aloud its own weakness and inefficiency, if not something more culpable; and the world must shortly expect to see renewed struggles for party supremacy; struggles, that shed their baneful influence to the confines of civilized society.

But our more immediate object is with Mr. Thiers individually, as the vilifier and traducer of the Argentine Nation and Government. We need hardly be surprised that the overflowings of his gratuitous rancour are lavished on us, when the very institutions be has sworn to protect and defend, are unblushingly attacked in the bosom of the National Assembly. With the mere light furnished by this incident, the friends of truth and justice may safely appreciate the gross and calumnious charges advanced against our Supreme Authorities, and the aggressive policy recklessly advocated by him, against the South American nationalities in general.

Mr. Thiers may bully and bluster as he pleases; the Almighty, in his wisdom, has placed palpable and immovable barriers, as the natural boundaries between communities; the Andes, the Alps, and the Pyrenees are of this indestructible character; and the Banda Oriental, with the Atlantic Ocean intervening, could never have been intended, and, in the nature of things, never can become a permanent dependency of France. The blows aimed at the champions of our independence, must sooner or later recoil on the heads of their assailants.

Accounts from Richmond, United States, *via* Rio Janeiro, to the 31st May, mention the complete failure of the expedition against Cuba; which on the other hand does not appear to have been of such magnitude as was at first represented. General Narciso Lopez at the head of 630 men, who had been conveyed to Cardenas in the American steamer *Creole*, landed at that place on the 19th May, and having overpowered the garrison after a short engagement, entered the city making the governor prisoner, who held out a most obstinate resistance in his palace. The invaders kept possession of the city until the 20th, but finding that the people and Spanish troops on the Island, far from joining their cause, as they had anticipated, waged fierce war upon them, they abandoned the undertaking, and re-embarking on board the *Creole* sailed for Key West, closely pursued by the Spanish war steamer *Pizarro*. On reaching Key West the *Creole* was immediately taken possession of by the Custom-House authorities, on the plea of infringement of the fiscal regulations: the people comprising the expedition, minus 50 or 60 men lost at Cardenas, being consequenty obliged to land and disperse. General Lopez having subsequently arrived at Savannah was there arrested in consequence of an order of the President of the United States, transmitted by telegraph; but on being brought before the local magistrate was set at liberty in default of evidence.

The following is General Lopez's address to the Spanish soldiers in Cuba on the occasion of his arrival:—

"Soldiers of the Spanish army,—Called by the inhabitants of this island to place myself at the head of a great popular movement, which has for its only object political liberty and independence, and upheld in this just cause by the power of a great and generous people, I now come to these plazas at the head of war-worn troops, determined to consummate so glorious an undertaking.

"Soldiers! I know that you endure both despotism and the harshness of your chiefs; I know that, torn from your firesides, and from the arms of your fathers, your brothers, and all most dear, by the barbarous law of conscription, you have been confined in this country, where, in place of mild treatment, which would, at least in a measure, soften your misery, you are treated like beasts, and, in the midst of the most profound peace, are subjected to all the fatigues and rigours of war.

"Former companions in arms! you know me, and I also know you; I have seen you in a hundred battles, I know that you are brave, and that you deserve to recover the dignity of men; and to you I open the ranks of my army, and invite you to occupy within them a place among the champions of liberty. Thus will you be able to have rest and a good reward after the struggle—which will be short—is over; or the free return to your firesides, where the voice of family affection calls you.

"Soldiers! between liberty and the continuance of your ignominious servitude, choose. But think well with your swords drawn, and sheathe them not until you have left assured the liberty of the whole country. Thus will you fill with esteem your former general, the Commander-in-Chief of the liberating army of Cuba,

NARCISO LOPEZ."

The *Herald* says:—"It will not be uninteresting to our readers to learn something of the history of General Lopez. A South American by birth, he is a Creole and not a Castilian. In the civil war which raged in the Spanish South American provinces, when only at the age of 15 years, he felt compelled to take up arms, and acquired a high reputation as a soldier. Cuba became his country by adoption and marriage. While senator of the kingdon he studied closely the colonial policy of Spain. The repulse of the Cuban deputies fired him with a resolution to become the liberator of Cuba and to devote his life to the object. He resorted to various methods to make himself known and to gain personal popularity with the country people, for the purpose of preparing them for a rising in favour of independence. One method was that of a volunteer dispenser of medicines and medical advice to the country people."

To the Editor of the British Packet.

Mr. Editor—

Permit me to occupy a small space in your valuable paper, to say a few words of my deceased friend, the late James Kiernan, Esq., whose untimely death we have so recently had to mourn.

The deceased was a native of Ireland, but came to this country when quite a youth; he learned the printing business in the Office of the Gaceta Mercantil, and subsequently for his integrity and capacity was promoted to the honourable station of responsible Editor of that paper, and became a partner in the establishment in which he had been an apprentice. Death overtook him in the midst of his honorable career.

The estimation in which he was held by the citizens of his adopted country, was manifested by the numerous and respectable concourse of mourning friends that accompanied his remains to their last resting place in the Cemetery of the Recoleta.

No one who had witnessed his invariably kind and respectful treatment of his venerable father, could fail to respect him as a son. As a Husband and Father, he was generous and indulgent, and all were fortunate who had the right to call him friend. The poor and needy never appealed to him in vain. In short when death laid his cold hand upon our friend, he took from us a noble and generous spirit.

That He who orders all things rightly may sustain his family and friends in their affliction, is the sincere prayer of one who knew him and esteemed him much. J.

THE BACHELORS' LEAGUE.

By many highly respectable unmarried men, it has long been felt as a great grievance, that they should be liable to certain very heavy duties, and in order to release themselves from these duties, a league has been formed by a batch of bachelors. A friend, whose singleness of purpose consists of a purpose to remain single as long as he can, has favoured us with a glance at a few of the rules laid down for the guidance of the League of Bachelors.

1st. Every bachelor joining the League is to cancel all previous engagements.

2nd. Every bachelor having subscribed for five years to the League, and who, by misfortune, shall have incurred a matrimonial engagement, shall be defended against any action for breach of promise, and thus saved from the shame and misery of going through the Court of Hymen, which is too frequently another name for the Insolvent Court.

3rd. Connected with the League it is intended to establish a Bachelors' Insurance Office, to insure single men against marriage and flirtation, on the same principles as are usually applied to death and fire. Any member having visited wilfully a house with more than two marriageable daughters will, in the event of the calamity of marriage befalling him, be regarded in the same light as *felo de se*, and his policy will be violated on account of the very bad policy that will have guided him. Any bachelor falling —into matrimony—by his own hand, as in the case of a written promise to wed, will be deprived of all the benefits of his insurance, and every applicant proposing to be insured must answer the following questions, among others that will be proposed to him:—

What is your age next birthday?

At what age had your father the misfortune to marry your mother?

Have you been afflicted with the Polka or other mania? are you subject to sentimental fits? have you been addicted to the writing of sonnets? or have you ever suffered from the *cacoethes scribendi* in any shape, or at any time whatever?

Have you at any time in your life been a victim to the flute, or any other deadly-lively instrument?

Have any of your near relations fallen in love at any time, and if so, have they recovered, or have their cases ended fatally?

If these questions are all answered in a satisfactory manner, any member of the Bachelors' League may insure any amount under £5000, to be paid within three months of the melancholy termination of his single career, on proof of wedlock having actually overtaken him.

The Insurance against flirtation or fire cannot be effected where the applicant is more than ordinarily inflammable, and watering-places in the season, balls, and pic-nic parties must be considered as doubly or trebly hazardous, and charged accordingly.

A great moral engine will be kept on the premises, so that, in case of an alarm of fire, any member may have cold water thrown upon him without extra premium.—*Punch.*

REPEAL OF THE NAVIGATION LAWS.

(To the Editor of the Shipping and Mercantile Gazette.)

Sir,—Knowing how well you opposed the repeal of the Navigation Laws in your valuable columns during the time the bill was before parliament, I take the liberty of mentioning how the measure is acting here. There are now in port the following vessels:—

54 English.	9 Norwegian.
20 Americans.	3 Russian.
30 French.	5 Danish.
25 Spanish.	3 Bremen.
16 Sardinian.	2 Dutch.
1 Austrian.	8 Prussian.
2 Hanoverian.	4 Brazilian.
1 Lubeck.	1 Belgian.
2 Swedish.	1 Neapolitan.
11 Hamburg.	1 Oldenburg.

making in all 199, the consequence of which is, that freights are down to 20s per ton for hides and tallow to England, and I have been led to understand that some foreign vessels have offered to take at 15s per ton of 2,240 lbs.!!! which are ruinous rates to the English shipowner. Had the law been as it formerly was, the 54 English vessels might have obtained a fair average freight, but when there are 199 vessels to carry what 54 under the old law would only have been allowed to do, what rates can we expect! I have been trading to ports in the River Plata for the last 13 years, and never in one instance have known freights so bad; and no prospect whatever of any improvement. The principal part of the foreigners have brought out salt, under the expectation of a return cargo to England, and completely overstocked the market; that article, as well as freights—as you now perceive by the above statement—are at as low an ebb as possible. My motive for addressing you is merely to prove that your assertions respecting the effect of the repeal of the Navigation Laws is already beginning to show itself in its true colours.

I remain, Sir, your obedient servant.

MATTHEW RUSSELL.

Commander of the Brig Wilton Wood.

Brig Wilton Wood, Outer Roads, Buenos Ayres,

Feb. 23, 1850.

MARINE LIST.

PORT of BUENOS AYRES

August 3.—Wind N.E., rain, at 4 p.m. changed to S.E.

No arrivals or sailings.

August 4.—Wind S. W., at 30 p.m. changed to N.

No arrivals or sailings.

August 5.—Wind N., at 2 p.m. changed to E.

Sailed, Sardinian lugger of war Fama, Lieut. Dinodini, for Montevideo,

August 6.—Wind N.

Arrived, American brig Charlotte, 199 tons, Hopkins, from Bath 22nd May, to O. J. Hayes & Co., with 175,511 feet pine lumber.

French barque Acceleré, 214 tons, J. B. Luis, from Bordeaux 5th May, to J. B. Vignal, with 738 barrels and 389 boxes red wine, 76 barrels and 100 boxes white do., 20 do. merchandize, 16 do. fruit, 17 barrels bitters 10 do. mustard, 5 boxes and 17 barrels liquors, 6 boxes cheese, 9 half barrels vinegar, 30 baskets champaign, 200 do. ale and porter, 100 do. brandy, 6 do. glass.

British brigantine Navigator, 145 tons, John Lefeuvre, from Liverpool 1st June, to Parlane, Macalister & Co., with 25 bundles spades, 10 tons coal, 1 box books, 1 do. samples, 1789 bars iron, 152 bundles do., 12 anvils, 291 boxes, 41 casks, 203 bales, 4 baskets, and 2 bundles merchandize.

National brig San Pio, 130 tons, A. Priario, from Rio Janeiro 7th July, to E. Ochoa & Co.

Passengers 6.

Sailed, Sardinian brig Eden, 217 tons, Vicente Ferraro, for Genoa, despatched hy Adolfo Mancilla & Co., with 4627 dry ox and cow hides, 325 boxes, 67 barrels and 7 seroons tallow, 10 bales horse hair, 2609 slunk calf skins.

Spanish polacre Cronometro, 150 tons, Jacinta Hombrabello, for Marseilles, despatched by Freyer Brothers, with 9216 dry ox and cow hides, 5 boxes ostrich feathers.

August 7.—Wind N.

Arrived, H. B. M's. packet Spider, Lieut. J. W. Tomlinson from Rio Janeiro 27th July, Montevideo 6th inst., with the mail conveyed to Rio on the 21st May by H. M's. packet Seagull from Falmouth 6th June.

American steamer Wm. J. Pease, 314 tons, E. S. Jessup, from Montevideo 6th inst.

Passengers 44.

British barque Ipswich, 235 tons, Phillip Asplet, from Cadiz 4th June, to Edward Lumb & Co., 129½ lasts salt, 200 barrels wine, 142 do. and 440 jars oil, 380 kegs and 140 half do. olives, 70 boxes soap, 10 barrels and 53 bags dried peas, 4 boxes playing cards, 20 do. biscuit, 20 seroons and 60 bales matting, 67 barrels pepper, 102 bags rice, 8 barrels and 50 boxes capers, 2 boxes swords, 1 box gloves.

American brig Sutton, 200 tons, William Lefavour, from Boston 18th May, to O. J. Hayes & Co. with 35,000 feet pine lumber, 41,250 shingles, 13 barrels, 99 drums and 4 boxes fish 200 boxes herrings, 23 do. tobacco, 7 do., shoes, 4 barrels putty, 40 do. varnish, 30 do. tar, 25 do. soap, 6 boxes radishes, 47 empty casks.

Brazilian brig

Sailed British brigantine May, 233 tons, Hugh Millard, for Liverpool, despatched by Parlane, Macalister & Co., with 3490 salted ox and cow hides, 1,600 do. horse do., 669 boxes, 162 pipes and 18 half do. tallow, 27 bales merchandize, 45,000 bones.

August 8.—Wind S. E., foggy, heavy rain during the night.

No arrivals or sailings.

August 9—Wind S. S. E. rain.

Arrived, Spanish zumaca Victorina, 201 tons, Miguel Vivas, from Barcelona 19th May, Teneriffe 8th June, to E Ochoa & Co., with 212 pipes and 40 half pipes wine, 6 pipes and 6 half pipes chestnuts, 440 jars brandy, 12 do. do., 32 bales brown paper. 82 barrels olive oil, 18 boxes paper.

Dutch galliot Plata, 240 tons, J. H. Henning, from Antwerp 13th May, Salt Island 16th June, to Bunge, Bornefeld & Co., with 75 moyes salt, 214 boxes merchandize, 312 barrels nails, 12 boxes orange water, 1 box paper, 1 do. furniture.

Passenger 1.

Danish brig Ida & Emma, 155 tons, E. Diedrichsen, from Pernambuco 16 July, to Charles R. Horne.

American barque John H. Millay, 240 tons, H. W. Perkins, from Boston 29th May, to Zimmermann, Frazier & Co., with 100,191 feet pine lumber, 100 barrels white sugar, 5 do. saltpetre, 200 doubloons.

National brig Constante, from Genoa 65 days, to Llavallol & Sons.

Passengers 88.

Oriental brig Tigre, 200 tons, H. Idoyaga, from Marseilles 22nd May, to Thomas Rousse.

Brazilian brig Setta, from Rio Janeiro 18 July, to Antonio José Alves Pinto.

Brazilian brig Careijoo, from Parnaguà 16 days, to Adolfo Mancilla & Co.

The following are the manifests of the undermentioned vessels—

"Pepa"—151 boxes sugar, 30 pipes Spanish brandy, 1 box merchandize, 150 doubloons.

Errata—In the statement of exports in July, published in our last, we gave the number of *Bones* to Great Britain at 273,700 instead of 418,900; the total in July being consequently 433,200 and the grand total from January to July 2,507,800.

Horns—To Great Britain, instead of 158,800 *read* 3600; to Italy, instead of 5,500 *read* 10,500. The total number exported in July is 198,476, the grand total from January to July 1,311,688.

Dry ox and cow hides—To the United States, instead of 75,124 *read* 75,224; the number exported in July is 153,679; the total from January to June 854,042; grand total 1,007,721.

Calf Skins, dozens—Italy 38; total in July 38, grand total 150.

Slunk calf skins, dozens—Italy 150; total in July 328; grand total 1193.

Vessels passed Point Indio.

Date.	Names.	Time.	Winds.
July 27,	Anne,	7-8 a.m.,	W.N.W.
" "	Hibbert,	10-30 p.m.,	"
" 29,	Anna,	8 a.m.,	N.E.
Aug. 2,	Tevere,	5 p.m.,	"
" 7,	Cronometro,	3 a.m.,	North.

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.			
pril 3	Brig Mentor, f. C. Nielsen	241	Jacob Parravicini	Rio Janeiro.
ne 16	Brigantine Suerte, J. B. Ballaro	124	Adolfo Mancilla & Co.	Buceo.
23	Brig Don Pedro, Meurdierck	180	Freyer Brothers	Falmouth.
y 16	Brigantine General Rosas, Santiago Dasso	124	Samuel B. Hale	
g. 6	Brig San Pio, A. Priario	130	E. Ochoa & Co.	
“ 8	Brig Constante, Thomas Segueza	138	Llavallol and Sons	
	BRITISH			
pril 6	Barque William Peile, John Bell	279	John Best & Brothers	Liverpool.
28	Brig Clemanthe, Thomas Rae	195	Nuttall & Co.	Liverpool.
y 19	Brig Gauntlet, John Presley	206	Bates Stokes & Co.	Liverpool.
21	Brig Eliza, B. Oliphant	196	José Coelho Meyrelles	London.
ne 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.
ly 13	Barque Cherokee, James Caldwell	278	John Galt Smith & Co.	
“ 15	Barque Jupiter, Peter Baillie	194	Briscoe & Co.	
ugust 6	Brigantine Navigator, John Lefeuvre	145	Parlane, Macalister and Co.	
“ 7	Barque Ipswich, Phillip Asplet	235	Edward Lumb and Co.	
	AMERICAN.			
ne 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	330	Vicente Casares and Sons	
ug. 1	Barque Wabash, Waldo Hill	298	Samuel B. Hale	
“ 6	Brig Charlotte, Hopkins	199	O. J. Hayes and Co.	
“ 7	Brig Sutton, William LeFavour	200	O. J. Hayes & Co.	
“ 9	Barque John H. Millay, H. W. Perkins	240	Zimmermann, Frazier & Co.	
	FRENCH.			
nuary 11	Barque Sultan, Demaire	227	Manuel Arrotea	Repairing.
ay 21	Polacre barque Chasseur, M. Silvestre	198	Marius Laplane	Marseilles
ne 19	Ship Paraná, V. Garbe	235	E. Ochoa and Co.	Havre
ly 2	Brig Caroline, Bayan	131	Teisserenc Vallat	Cette.
“ 12	Barque Ankober, J. A. Bosque	197	To order	Havre.
“ 13	Ship Lion, L. J. Bonnet	359	Vivar and Billinghurst	
ug. 6	Barque Accelere, J. B. Luis	214	J. B. Vignal	
	SPANISH.			
ovem. 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambacere	
ay 19	Brig Ferrolano, Santiago Montenegro Villamar	130	Pedro Alfaro	Spain.
ne 9	Barque Joven Mariana, Bartolomé Segui	253	Manuel Murrieta	Havana.
“ 30	Brig Chulo, Geronimo Ferrer	211	E. Ochoa & Co.	Coruña.
ly 5	Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	
“ 14	Eq. Paquete de Buenos Ayres, José Romero	130	E. Ochoa and Co.	
“ 17	Barque Angelita, Masone	245	Francisco Berdier	
“ 17	Brigantine San Antonio, Gerardo Bernes	164	E. Ochoa & Co.	
18	Barque Amable Rosa, Pablo Ferrer	255	E. Ochoa & Co.	
28	Schooner Pepa, Marcelino Dominguez de Soto	130	Llavallol & Sons	
ug. 1	Barque Dos Amigos, Marrano Gorordo	259	Francisco Berdier	
“ 9	Zumaca Victorina, Miguel Vivas	201	E. Ochoa & Co	
	SARDINIAN.			
ay 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.
ne 16	Polacre Abdul Mejid, Juan B. Canevaro	186	Bartolomé Viale	Genoa.
ly 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	Schooner Catterina, J. B. Dodero	145	Jacinto Caprile	
“ 17	Pol. Natività di Maria, Bartolomé Tiscornia	203	Pietranera, Piaggio and Co.	
“ 20	Polacre Nuevo Giulio, Pedro A. Repetto	205	Francisco Taurel	
“ 20	Schooner Ninfa, José Barboro	126	Lezica & Co.	Buceo.
	DUTCH.			
ugust 9	Galliot Plata, J. H. Henning	240	Bunge, Bornefeld & Co.	
	TUSCAN.			
ay 26	Polacre Romulo, Peter Sheppard	180	Adolfo Mancilla and Co.	
	BELGIAN.			
ay 20	Brig Infatigable, A. Cordier	242	Vicente Casares & Sons	Antwerp.
	NEAPOLITAN.			
une 1	Polacre Fortuna, Manuel Fortoridi	162	Santa Maria, Llambi & Cambaceres	Falmouth
	BRAZILIAN.			
June 27	Brig Esperanza, Juan P. Bustes	153	To order	
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	
Aug. 9	Brig Setta, Acosto	204	Alves Pinto	
“ 9	Brig Careijoo, José Pereyra de Araujo	245	Adolfo Mancilla, and Co.	
	ORIENTAL.			
Aug. 8	Brig Tigre, H. Ydoyaga	200	Thomas Rousse	
	HAMBURG.			
May 23	Brig Wilhelmine, Hansen	210	J. N. Bieber & Co.	Hamburg.
Aug. 1	Brig Friedrich Ernst, E. A. Amondsen	198	Freyer Brothers	
	PORTUGUESE.			
July 15	Brig Improviso, Francisco Gomez 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 Sophia, C. Teverson	208	Bunge, Bornefeld and Co.	Falmouth.
“ 23	Brigantine Christine Maria, Gronsund	181	Charles R. Horne	
“ 17	Brig Johann Christophe, Jorjan	300	Otte, Rosenthal & Co.	
Aug. 9	Brig Ida & Emma, E. Diedrichsen	155	Charles R Horne	

FOREIGN VESSELS OF WAR IN PORT.

BRITISH—Schooner Spider, 3 guns, Lieut. James W. Tomlinson.

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

Vessels sailed for the River Plate.

From Gravesend.—June 3, Cæsarea, Briard, for Buenos Ayres.

From Milford.—May 19, Hugh, Handyside, for Montevideo. From Shields, same day, Cecilia, also for Montevideo.

From Rio Janeiro—July 9, Atala; July 10, Annibal. July 21, for Santos and Buenos Ayres, polacre Condor.

Vessels loading for the River Plate.

AT LONDON.—For Buenos Ayres.
Bessy Robertson, 149, Law.
Ann, 195, Blair.
Nora, 150, Cloid.
Richard Mount, 178, Ford, for Montevideo.

AT LIVERPOOL.—For Buenos Ayres.
Sappho, 160, Easton.
Leopard, 299, Sbire.
Frisk, 194, Whiteway.

AT RIO JANEIRO.
Belgian brig Budget.
Spanish do Matilde.
Sardinian do Industrioso.
“ Polacre Aguila.
Argentine polacre Bella Union.

SHIPPING MEMORANDA

ARRIVED AT GRAVESEND.

May 21, Kyle, Longford, hence 8th February.
» 23, Christina Pitcairn, Renwick, hence 28th February.
» 24, Isabella, Lenfesty, hence 5th March.
» 25, Racer, Pater, from Buceo.
» » Queen of the Tyne, Clark, hence 13th March.
» » Douro, Reid, hence 19th February.
» 27, Wanderer, White, from Patagonia and Montevideo.
» 28, Xariffa, F. Le Rossignol, hence 23rd March.
June 1, Agnes, Nicholls, hence 7th March.

AT QUEENSTOWN.

May 29, Alfred, Merrix, hence 8th March.
June 1, Von Brock, Jacobsen, from Patagonia.

AT FALMOUTH.

May 29, Water Witch, Smith, hence 23rd March.

OFF FALMOUTH.

May 29, Angantyr, Sandstrom, hence 19th March, and sailed for Hamburg.
May 30, Othello, Smith, hence 13th Feb.

AT LIVERPOOL.

May 11, Bosphorus, Trewathon, hence 26th February.
» 15, Martha Shallcross, Coaker, hence 15th February.
» 28, Minalto, Newman, hence 10th Mar.

AT ANTWERP.

May 15, Genie, Herve, hence 20th February.

AT HAMBURG.

May 28, Frithiof, Bentzen, hence 14th March.

AT HAVRE.

May 10, Australie, Courrian, hence 28th Feb.
» 11, Cassimir, Dumanoir, » 26th »
» » Jeune Evariste, Gachet, » 10th »
» » Nelie Mathilde, Parquet, » 24th »
» 26, Bonne Jenny, Aubert, from Buceo.
» » Marie Pauline, Lizar Iturry, hence 7th February.
» 28, Automne, Noel, hence 10th March.

AT BREMEN.

May 28, Beta, Engels, hence 3rd March.

AT BORDEAUX.

June 1, Virginie Gabrielle, Berthelot, hence 19th March.

AT BRISTOL.

May 10, Cornucopia, Jarvis, hence 20th Feb.

AT GENOA.

April 30, Industria, Ferro, hence 14th Feb.
May 19, Romulo, Badaraco, hence 7th March.
» 23, Giuseppe, Pietranera, hence 13th March.

AT ALICANTE.

May 3, Hannibale, Zino, (hence 16th Feb.) and sailed 5th for Genoa.

AT HAVANA.

April 9, Josefita, Bota, hence 27th January.
» 19, Gallo de Oro, Estapé, hence 2d Mar.
» 20, Antonio, Ruiz, » 7th Feb.
» 21, Copernico, Costa, » 25th »

AT MATANZAS.

April 6, Lepanto, Mirambell, hence 15th Jan.
» 13, Joven Modesta, Sanchez, hence 7th February.
» 14, Flora, Maristany, hence 16th Feb.
» 24, Adela, Domenich, hence 1st March.

AT CIENFUEGOS.

April 8, Argo, Bremer, hence 7th February.

AT COWES.

May 28, Carl, Beichman, hence 15th March.

AT CADIZ.

May 18, Constancia, Sosvilla, hence 24th Feb.

AT ST. UBES.

May 15, Celeritas, Strange, hence 19th Mar.

AT SANTIAGO DE CUBA.

April 18, Blanca Aurora, Paris, hence 28th February.

AT BARBADOES.

April 13, Victoria, Williamson, hence 10th February.

AT ST. THOMAS.

April 24, Merck, Valentin, hence 12th March.
May 11, Aurora, Sorensen, » 23d March.

AT JACMEL.

April 18, Freihandel, Steffens, hence 24th Feb.

Falmouth, 22d May.

The *Elizabeth*, Porter, of St Andrews, N. B. from St. Stephens, N. B. to Montevideo, was abandoned with loss of rudder and totally dismasted, 19th April, in lat. 37, N., lon. 55, W., crew saved, by the *Sunny Eye*, Severy, arrived here.

(*Lloyd's List.*)

Gibraltar, 26th May.

The *Nearco*, Pietranera, from Montevideo to Genoa, put into this port 19th May, very leaky; she has since fothered the leak, and proceeded on the 22nd for her destination.

(*Ibid.*)

DIED.

On the 2nd Instant, Mr. James Stewart Galbraith, aged 23 years. His premature fate has cast deep gloom over a wide circle of youthful acquaintances, who testified their respect to his memory by accompanying his mortal remains to their last resting place.

On the 4th Instant, aged 44 years, James Kiernan Esqr., Administrator and Responsible Editor of the Gaceta Mercantil; a native of Ireland, and for the last 26 years a respected resident in this City.

On the 3d inst., Mr. James Mc'Kiernan, native of Ireland, aged 25. His remains were conveyed to the Cemetery of the Recoleta on the 4th, accompanied by a numerous concourse of friends.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday..........49
Sunday..........52
Monday..........58
Tuesday..........58
Wednesday..........61
Thursday..........57
Friday..........56

Advertisements.

Cooking and Parlour Stoves.

Just received an excellent assortment, and will be sold at reasonable prices. Calle la Defensa No. 5.

Ploughs.

For sale at No. 5. Calle la Defensa.

GERMAN ESTABLISHMENT.
Coach and Sign Painting.

Calle Representantes, No. 121.

The proprietor begs leave to call the attention of the public to this new establishment. Having the experience of many years, during which time he executed his art in the greatest capitals as well of Europe as of the United States, he is now ready to receive all orders in the line of painting, varnishing and gilding coaches, coat of arms, signs, &c., and in soliciting a share of public patronage promises to vie with any of those establishments in this city for durability, cheapness, and elegance of his works.

Notice.

From the London Gazette dated the 2nd October 1849.

Notice is hereby given that the Partnership heretofore subsisting between us the undersigned as Merchants, carrying on business at Liverpool under the firm of Wilson, Nash and Company, and at Buenos Ayres, and Montevideo, under the firm of Nash Wilson and Company, was this day dissolved by mutual consent.

All debts due to and from the said partnership will be respectively received and paid by the undersigned.

Robert Hastie Wilson.

Dated this 29th day of September 1849.

(Signed) ROBERT WILSON.
(Signed) LLEWELLYN NASH.

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.

By wholesale the following articles—
Needles, per 1000.
Pins, per package.
Side combs, per gross.
Ink, per dozen.
Ladies white cotton hose, per dozen.
Woollen shirts, »
Baby's boots, »
Handkerchiefs, with lace border »
Gentlemen's stockings, »
Measures, per dozen.
Blacking, »
Thread, per lb.

Also the above articles and many others by retail at moderate prices.

Buenos Ayres, Aug. 7, 1850.

Shipping List

OF

John Higginbothom,

Licensed Ship Broker.

For London.

British brig "ELIZA ROBSON," 286 tons, H. Taylor, Commander, has possitively engaged a considerable portion of her cargo, which is now shipping, and will have quick despatch. This vessel has most excellent accommodation for passengers.

Consignee W. H. Henzell, Esq.,

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, will sail on or about the 25th instant, and has only disengaged room for passengers, her accommodations being most 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.

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, end 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.

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.

A person lately arrived in this country desires a situation as Clerk or Capataz to take charge of an establishment in the country, and will make himself generally useful; has some knowledge of the customs of country, and can give good references.

Persons wishing his services may leave a note at Calle Merced, No. 12.

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.

Passage Only.

The remarkably fast sailing, regular trader, A. 1. British built barque

RHONDDA,

202 tons register,

Thomas Baird, Master.

Is a chartered vessel, and having nearly all her cargo on board and afloat, will have quick despatch.

She is remarkable for her quick passages, and has the very best of accommodations for passengers, who would do well to avail themselves of the opportunity of making a quick and comfortable voyage.

Application to be made to Cap. Baird, at his Consignee's, Samuel Hesse Esq., or to

Charles R. Horne,

Licensed Ship Broker,

No. 55, Calle Reconquista.

August 2d, 1850.

For London.

The fast sailing, superior, A. 1. British built brig

"VENUS,"

by register, 137 tons,

T. W. Banks, master,

Has half her cargo *on board*, and being a very small vessel, will be despatched shortly.

For freight of the remainder of her cargo, or passage, her accommodations being excellent, please apply to

Charles R. Horne,

Licensed Ship Broker,

No. 55 Calle la Reconquista.

August 2d, 1850.

Wanted,

In an English family, a good cook, who thoronghly understands his business; an unexceptionable reference required, without which none need apply.

Calle Maypú, No. 45.

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 Marseilles and Genoa.

The new coppered and copper fastened, fast sailing Sardinian polacre

Nativita de Maria,

203 tons register,

Capt. B. Tiscornia.

Has a great portion of her cargo engaged and is guaranteed to be despatched within a short time. She has excellent accomodations for passengers, for either freight or passage apply to her

Consignees Messrs. Pietranera, Piaggio & Co.

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 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.

Wants a Situation,

An Englishman and his wife wish to obtain situations in an English or German house as steward and cook in which capacity they have been engaged for several years. Good references can be given. To save trouble none need apply who do not allow a second steward and kitchen boy.

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

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 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.

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.

For Havre de Grace and Bordeaux.

The superior, fast-sailing A. 1. French ship

LION,

359 tons per register,

E. Bonnet, commander.

Has the greatest part of her cargo already engaged, and will positively sail about the 20th of this month.

For freight or passage (her accommodations being very superior) apply to the Captain at Calle de Santa Rosa, No. 220, or to her Cosignees

Vivar & Billinghurst,

Santa Rosa, No. 26.

Advertisement.

Furnished rooms and board for single gentlemen may be had on applying at No. 6, Calle de la Piedad, half a square from the Alameda.

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.

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.

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.

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—	7	á	7½	
" loose —do—	4	á	5	
HAIR.—Duty, 4 per cent.				
Horse, short —arroba	40	á	42½	
" mixed —do—	45	á	52	
" long 18 to 24 inches do—	110	á	120	
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal—	28	á	30	
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27½ 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—	47	á	48	
Of all stake —per do—	42	á	46	
Salted ox, 60 lbs. av. per 60 lbs.	41	á	42	
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. sil.
" 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, 5 to 12 lbs. wt., per 35 lbs.	52	á	56	
Chinchilla, per dozen—				
Goat —per do—	—	á	—	
Nutria —per lb—	5	á	5½	
Sheep, washed, fine and ordinary —dozen	35	á	38	
Do. dirty —do—	30	á	34	
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. sil
Do. dirty —				

There has been little variation in the prices and but few transactions in produce this week, owing to the small quantities on hand and few purchasers.

MONEY MARKET.

EXCHANGE, England, in currency,	3 9-16 á 3 19-32d. p. dol	
Do. do. in specie	68s 6d. per oz.	
Do. France, do. do.	86½ á 87f. per oz.	
" Montevideo,	par.	
" Rio Janeiro,	1¼ á 2 per cent. prem.	
" United States	6 á 7 per cent. discount	

The highest rate of Exchange upon England during the week, 69s. per ounce.
The lowest, 67s. 45 days credit.

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

BULLION—Spanish doubloons....	232	á	233
" Patriot doubloons	228½	á	229
" Do. Dollars		á	14½
" Spanish do. & Patacones	14½	á	15
" Plata Macuquina.....		á	13½

The highest price of Spanish doubloons during the week 235

The lowest 232

The highest price of Patriot doubloons during the week 233

The lowest 228½

Permits for shipping specie, prem. per cent. ½ á ¾

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.	3 rls. p. 100 nominal
Rio Janeiro..	.....none.....	.....none.....	........none........	.....none.....	6 to 7rs. per 100 lb
Havana	.....none.....	.....none.....	........none........	.....none.....	

George Thomas, Responsible Editor