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AND

ARGENTINE NEWS.

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BUENOS AYRES.

MONTHLY RETROSPECT.

In the prospect of more regular and frequent intercourse with our European friends, by the introduction of steam to the packet service, we feel called upon to give a corresponding extension to the scope of our journal. Intercourse is the great engine of mutual civilization and improvement; and whilst we cheerfully accept the benefit, we would endeavour in the best manner we can to requite the obligation.

The immediate object, then, of our Monthly Retrospect is to present our distant readers with a condensed account of the more notable occurrences that may mark our career; and afford the commercial community such local information and statistical *data*, as may enable them to comprehend our position and prospects, and regulate their speculations with this market.

By the chivalrous gallantry displayed in the conquest of her independence; by the noble and successful stand latterly made in defence of her national rights and sovereign prerogatives; by her rapidly extending commercial importance; and above all, by the wide and inviting field proffered to European emigration, Buenos Ayres has already attained a high and honourable place in the regards of Europe. As grateful guests it is our obligation to defend and maintain that position; by modestly proclaiming the merits and generous hospitality of our worthy and respected hostess, and by seasonably rectifying the errors and misrepresentations, sedulously propagated, with selfish and sinister designs, by the Thiers-school politicians.

Whatever success may attend the execution, we flatter ourselves there can be but one opinion as to the merit of the design and importance of the object; and confidently reckoning on the aid and countenance of our fellow-residents, we enter upon our task without further preface or apology.

Many circumstances concur to render August the dullest business month of our year. In the progress of the season it corresponds to February, but as regards industry and business it more nearly resembles December in Great Britain. The winter demand has been supplied, and the preparations for the summer one are hardly commenced. Short days, unsettled weather, and bad roads, only a few of which have yet been macadamised, render intercourse difficult and uncertain, and in rainy seasons almost impracticable. All branches of business are consequently more or less paralyzed, and a few wholly suspended.

In the order of nature productive industry takes the precedence of commerce. In certain artificial states of society, the latter, Jacob-like, may usurp its elder brother's birth-right; but the claims of primogeniture, in this case at least, are indefeisible. Industry is the root, the sap, the life-blood of national prosperity; and if the root languish the branches cannot long flourish. Trite as the observation may appear to those conversant with political economy, it is one well deserving the serious attention of the Buenos Ayrean community; and which we purpose on some fitting occasion to illustrate and enforce. Meanwhile the necessary interruption of industry and intercourse, from the class of causes referred to, occasions and accounts for the usual dullness of business at the particular season under consideration.

In the present instance several special or incidental causes have conspired to aggravate the evil. The effects of the excessive importation, that glutted our market, after the raising of the late blockade, have not yet altogether disappeared. They are still felt by some, and will long be remembered by many. The supply in first hands is perhaps not very great, but the *Registros*, that is the wholesale stores, or as an Irishman would style them, the middlemen between the importers and the retail dealers, are heavily stocked; and, with a few unimportant local modifications, the same must be affirmed of our interior marts. The stock on hand, we believe, is generally under-rated, from the mere circumstance of being so greatly subdivided; the number of wholesale stores having more than doubled during the last two years, and the retail shops increased in a still higher ratio.

But the most unpropitious circumstance of all, is the severe drought that has afflicted many sections of the Confederation, for more than two years past; crippling its productive energies and exchangeable resources, and imposing on many individuals and families an involuntary and unwelcome economy. A diminished consumption is only half the evil. It has deranged temporarily the equilibrium of our imports and exports, and engendered and fostered the commercial crisis, that has hitherto proved less disastrous than might have been anticipated; thanks to the enlightened and considerate forbearance of one section of our commercial community, and the well established reputation and good faith of the other.

We regret to add that this unhappy drought still continues to a considerable extent. Our rains as yet have only been partial, and altogether inadequate to the necessities of the country. As this sore visitation has its origin in the predisposing will of an all-wise and all-gracious Providence, confiding in His mercy and truth, we humbly implore His interposition in our behalf;—"that He may give us the former and the latter rain in its season; that there may be plenty in our land for man and for beast; that the poor of his people may be filled with bread, and praise the Giver of every good and and every perfect gift."

Should this severe scourge be withdrawn, we have no doubt that our market will speedily recover its usually healthy tone. Our resources are merely paralyzed, not exhausted; and a few months of propitious weather would bring perhaps two million of cattle to the slaughter-house. In said case, bad times and dull business would be "tales that have been told," and no one here would have time either to talk or think about them: and the commercial and shipping interests of the world may safely reckon on a ample harvest of profit and employment.

As matters stand, however, the probable demand of this market depends on contingencies, alike beyond our knowledge and controul; and therefore we think great caution is requisite in regulating the supply. Should our energies and resources recover their full play, an increase of 25 or 30 per cent, on the general average of the five years, from 1841 to 1845 inclusive, would be perfectly safe. From the progressive increase of population, aided as it has been by an active immigration; the peace and tranquillity of our interior Provinces, and the frank and friendly relations happily subsisting amongst them all, we believe the consumption has increased at least 50 per cent, over the average of the years just mentioned; but in the mean time we would make a liberal allowance for the surplus stock on hand. At all events there is less evil to be apprehended from a limited than an over abundant supply. Every bale of goods not actually required, is a positive aggravation of our present difficulties, at the ultimate risk and cost of the importer.

On the contrary, should our calamitous visitation be prolonged, the general average of the aforementioned years would perhaps be rather more than sufficient; and even then we would recommend not general assortments, but the principal articles required to make up general assortments from the stocks existing here; the details of which would of course be supplied by the resident Agents and Correspondents of the different houses interested in our trade.

It is not unusual here to charge more than half the blame of all our difficulties on the extraordinary improvement that has taken place in our paper money, and even the stringency of the money market, or the alleged scarcity of paper money, is often unceremoniously ascribed to the same cause. We grant that every fluctuation is a source of crying evils;—evils to be deplored and deprecated; but that a fall in the value of the precious metals, or if you will, an improvement in that of our paper currency, can in any way be the cause of a scarcity of paper money, is palpably absurd. An improvement in the value of our paper money does not diminish its nominal amount, much less impair its efficiency as an agent and medium of exchange; on the contrary it must render it more abundant, because a proportionally less amount being required for the ordinary transactions of the community, the unappropriated or disposable amount evidently becomes greater. We hold, therefore, that the scarcity of paper money is only apparent; and more the effect than the cause of our commercial difficulties. If safe and profitable investments offer, there will be no lack of paper money.

A similar fallacy exists with respect to the high price of our produce. The improved value of our paper money has very little, if any thing at all to do with it. Prices are regulated by the relative demand and supply; and the real cause of the high prices so much complained of, is the scarcity of hides and other articles, from the causes already mentioned. Reverse the case, and the fallacy becomes apparent. Suppose we had two million hides, and only one and a half millions required for foreign markets, no combination among the Estancieros could maintain the present high prices for a single month. Wheat is cheap, although paid for with the same money as hides; and it is cheap because abundant, and not in urgent demand.

We combat these vulgar prejudices; because even on the most indifferent subjects truth is preferable to error; and because we think it of importance that you should clearly comprehend our real position. The exorbitant supply of goods, remitted during the last two years, is the primary and efficient cause of our difficulties. We are enterprising, speculative, and all you can desire in a young commercial community; still the strongest horse may be overloaded, or the swiftest over-ridden. Use us gently for your own sake. We are hospitable and affectionate, but cannot afford to be smothered in your giant embrace.

The shipment of a cargo of Buenos Ayrean wheat for Liverpool, is a new and interesting feature of our commercial aspect. We trust the speculation will prove successful, despite the present low prices of corn in Great Britain. Sooner or later this seems evidently destined to become a great branch of commerce.

It will be perceived, from our statistical tables and Maritime lists, given in another column, that during the past month there has still been a considerable movement in our port; dull though we reckon the times to be. The amount of disposable shipping, we regret to say, continues rather to increase; and this, coupled with the comparative scarcity of produce, tends to maintain the depressed rate of freights.

In the political world nothing of importance has transpired during the month, unless it be the signing of the Le Predour convention; which is understood to have taken place about the end of August, and we presume is now on its way to France. The gallant and respected Admiral left this for Montevideo, in the war steamer *Flambard*, on the 4th instant; accompanied by M. Goury de Roslan, head Secretary of the Embassy; who proceeds direct from Montevideo to France, in the war steamer *Prony*, as bearer of the Convention alluded to

The Paraguay question remains *in statu quo*. Rumours of the hostile attitude of Brazil are industriously propagated in Montevideo; and occasionally re-echoed here, perhaps with the view of affecting the money market. The bare idea of their courting or provoking an external war, is a libel on the Brazilian Nation; it would presuppose them all to be as *mad as the European regicides*.

EUROPEAN INTELLIGENCE.

Our regular dates by the *Penguin* Packet reach to the 4th, but we have news from England, *via* Madeira, down to the 8th July. The following is a summary of the more notable incidents:—

ENGLAND—The all-engrossing topic is the death of Sir Robert Peel; which took place on the 2nd July, in consequence of injuries sustained by a fall from his horse. The news fell like a thunder-bolt on the devoted head of Great Britain, exciting in all classes the most poignant sensations of surprise and sorrow. In the presence of a visitation so sudden and awful, the rancour of party was disarmed, the clamour of party hushed;—the personal worth and amiable character of the man, the devoted loyalty and unquestioned patriotism of the citizen, the intuitive sagacity and indomitable decision of the legislator, the lofty endowments and world-wide celebrity of the statesman were alone remembered.

"Unheeding, unthankful, we bask in the blaze,
White the beams of the sun in full majesty shine;
When he sinks into twilight with fondness we gaze,
And mark the mild hues that gilds his decline.
So, Peel! when the course of thy greatness is o'er,
Thy talents, thy virtues we fondly recall;
Now justly we praise thee, whom lost we deplore,
Admired in thy zenith, beloved in thy fall!"

A madcap ruffian, named Robert Pate, assaulted Her Majesty Queen Victoria in the public streets of London. He struck her a smart blow on the face with a slender walking cane; fortunately without any serious consequences. Mad or not mad, we would recommend, in all such cases, a good sound flogging, by the hand of the common hangman.

As anticipated, the House of Commons has sanctioned Lord Palmerston's Foreign Policy, by a vote of confidence, carried by a majority of 46. Speculation was rife as to the fate of the Ministry. The lamentable blank left by the disappearance of Sir Robert Peel, diminishes the chances of any immediate change, whilst it perhaps increases the chances of a more violent opposition.

The French Ambassador returned to London on the 3d July; the misunderstanding arising out of the Greek mediation has consequently terminated.

With the exception of the Colonial policy, and the means of extending the growth and cultivation of cotton in the East Indies, the measures pending in Parliament are principally of a domestic character and local interest. The preparatives for the grand exhibition of 1851, engross a large share of public and private attention, not only in Great Britain, but throughout the world.

FRANCE:—Public order and tranquility appear more consolidated. Trade and commerce keep pace with returning confidence. The reports from the agricultural departments are satisfactory. The President-Dotation Bill has been carried with some slight modifications.

It is reported that an attempt was made, or rather was to have been made on the President's life, on the 6th July. A person was found in suspicious circumstances with a pair of loaded pistols, and summarily confesses his intention of assassinating the President, by the command of a secret club. If there be any reality in the current relation, we may readily admit that this was a real idiot or madman.

Baron Gros has been made a Commander of the Legion of Honor; as an acknowledgment of his services in the Greek mediation affair.

Rear Admiral Vaillant arrived at Toulon from Naples on the 28th. He will hoist his flag on board the *Psyche*, and proceed to take the

command of the Station at Brazil. Six Surgeons left for La Plata on board the Provencale, taking a supply of Stores and 60 iron bedsteads for the expeditionary flotilla. (*Times.*)

PRUSSIA AND DENMARK.—A treaty of peace is said to have been signed at Berlin on the 2d of June.

RUSSIA.—It is said that the Emperor Nicholas has determined to abdicate the Imperial Throne, in favour of his son, on the 4th December.

SPAIN.—Madrid journals announce that Count de Montemolin had demanded in marriage the Princess Carlota, sister of the King of Naples; and that his request had been granted. The Spanish Minister at Naples had protested against the alliance, and received orders to retire in case his protest was disregarded.—The anxiously anticipated event of the Royal accouchment had not yet taken place.

[*From "Sharpe's London Magazine.*]

INDIAN RAILWAYS.

BY MRS. POSTANS.

(*Concluded*)

By the side of the road, we shall have towering palm-trees, far overtopping the safety valve of the "Lion" locomotive; and at the stations, Alleh Kind Junction and others, the gardens will, no doubt, be laid out with bushes of the scarlet-berried castor plant, and moon flower, with the mogree, and changeable rose; while the refreshment tables, tended by clever Parsees, will be covered with dishes of ripe mangoes, plantains, custard apples, Guava jelly, and buffalo humps, with pale ale for the Feringees, and sherbets of all varieties, fresh drawn toddy and lime-juice for Orientals. How odd it will all look! dirty "Govind Rows" and Hajee Ahmeds parading the platforms with Guzerattee and Mahratta newspapers, the chabook and the samarchand; and between them will appear little green rolls of pan and betel nut; while the verandahs of the waiting-rooms will be the resort of all the Natch women, bird tamers, jugglers, and mendicant Fakirs in the land. The police in attendance, we suppose, will be similarly attired to their brethren in Bombay; that is, in blue baize dresses, yellow turbans, Roman-like sandals, and black belts; they will have a mark of caste, or circular spot of scarlet pigment between the eyes, and carry a truncheon. They would, no doubt, have enough to do if they were ever where they were required, which, of course, they will not be; and we may be sure that the conversation of the second-class will include the word "pice," or "rice," in every second phrase. Should smoking be forbidden, hubble-bubbles for the second class, and hookas for the first, will, of course, be provided at the stations; and a "ladies' carriage," well curtained and provided with carpets and cushions, will be set aside for the Zenanas of the rich Parsee, Hindoo, or Moslem gentlemen, whose families may desire a change. The Mahratta women of inferior condition can travel well enough without such arrangements, and will gaily chatter all the way, the braids of their glossy hair being twined with fresh balsam blossoms, while baskets of fresh fruits are piled up by their sides.

The Mahratta peasant, whose duty it may be to grease the wheels, or light the lamps, fed with cocoanut oil, previous to the train entering the Alleh Kind tunnel, will be as worthy of remark as any thing the European traveller will see in this line of country. As I have observed more than once, I was long a resident in the part of western India now marked for this railway line, and during that time so constantly observant of, and amused by the habits of the people, that I cannot avoid thinking that the reader of this trifling paper may feel some curiosity to know what manner of man the Mahratta peasant of our day really is; for his ancestors are old acquaintances of the English, and the name, perhaps, more generally known than that of any other class of the Hindoo natives of India, thanks to our Deckan wars.

In the rainy season, then, these Mahratta peasantry certainly are the oddest-looking folks imaginable, though it must be admitted the device by which they become so is ingenious enough, and worthy approval. As umbrellas would not suit well with active labour, they leave these to their superiors in wealth and station, but produce greater results of comfort to themselves by wearing, as a cloak, a sort of thatch, ingeniously made of the stout stems and leaves of the palm. These cloaks are called "ela," vary in form, and have the advantage of not requiring buttons, or being agitated by the wind. One description of them resembles a boat, supposing an individual to put his head into the bow, and, suddenly giving it a jerk that threw it over his back, to walk away with it; another resembles the Greek capote, with the stiff, square hood over the head; and the third is a bunch of long leaves tied together at the top, and falling in a sort of thick fringe over the body, similar to an attire that, in children's books, I have seen on that most interesting of all adventurers, Robinson Crusoe. The efffect of the gear is, however, ludicrous in the extreme, a side view only allowing the feet and hands of the wearer to be perceived. The better class of peasantry, who can afford such a luxury, are protected by a cumli, which is nothing more nor less than a long black scarf of goat's hair, doubled, with the two sides sewn together; this, being put over the head, falls round the body like an Arab cloak, and descends half way to the ankle, the fringed ends gradually diminishing the sensation of heat, till the bare legs and unclad feet are accustomed to it, I suppose, miserable as they look. But, it may be remarked that a Mahratta never clothes these inferior members, but devotes all his attention to his head and shoulders, a peculiarity which, in some instances, produces the most indescribable and ludicrous effects.

They are a contented race, these Mahrattas, though so energetic and industrious. I asked little "Chimmee," one day, (a Mahratta girl that brought water for our kitchen, at Gora Bunder,) about her mode of life, and she told me that people of her condition (coolies) ate vegetables uncooked, with a little red rice boiled with salt and water; that when they assisted the fishermen of the village, he gave them the very small fish, which were useless for sale, and they broiled these on hot ashes; sometimes, for carrying the Banian's goods, they were given the dust and broken grain from the rice after it was winnowed, but these were rarities, coarse red rice being their usual food. The men were employed in the fields, and earned about two annas (three-halfpence) a day; these were employed to purchase clothing generally, and a Mahratta woman's costume, loonghi, boddice, (or chola,) and scarf cost about three rupees. Her ornaments, [for the poorest have these,] bangles, anklets, and gold head-flower, were heir-looms, and given by the husband's family on marriage.

Until this period the attempt has been always found a failure to introduce new mechanical means to the natives of India; for some two thousand years this ancient people have continued their primitive usages and implements despite all the attempts that have been made from time to time by practical Europeans resident among them to introduce mechanical forces of various kinds, supposed by us to be means far better suited to produce desired ends than the rude implements in daily use. These attempts have principally been made in the Deckan, in consequence of the activity, intelligence, and agricultural habits of the Mahratta peasantry, but without effect; and it will be for the mechanics of the railway to supersede old things and introduce new, to overthrow the prejudices of ages, to shake "caste" to its foundations, by introducing the demand for workmen cunning in matters hitherto unknown, and thus, by *knowledge*, prepare the way for general doubt in things existent in their fables, legends, and idolatries; so working until truth appears and leavens the whole mass. The fact is that, as far as they have gone, the natives were right in opposing innovation in matters of mechanics and agricultural implements, and their bigotry may be defended by the following facts:—

There is a convenient practice in Mahratta villages, and among farmers, of paying for work in kind, and by the year. Thus the carpenter who repairs wood-work of the well, the shoemaker who resews the leather for the waterbags, the ironmonger who puts a fresh nut to the handle of the wheel, receives no pay for his labour; but, when the harvest is gathered in, receives so many measures of grain, and with these he is provided with food for his family. New work is paid for in money, but repairs always in kind; and in the way I mention, yearly or half yearly, according to the number of crops.

This is one of the facts which make it so difficult to introduce among the cultivators of India any new system requiring tools and agricultural or mechanical implements different to those now in use among them. The original cost of those they possess is very trifling, for the workmanship is rude, but they answer the purpose well, while the village artisans are capable of repairing them, and do so, as I have shown, without cost to the farmer. Models have been introduced into Bombay, of windmills intended to be applied to the Persian wheel, for the purpose of raising water without the use of bullocks. An uncovenanted public servant at Jooneer, above the Ghats, has attempted to induce an adoption of an English screw for extracting saccharine matter from the sugar-cane, and the native farmers are considered stupid and apathetic that they do not immediately adopt what we imagine improved means for agricultural and other purposes, instead of obstinately adhering to their own rude methods. But consider the case, for instance, of the windmill. In any other country the idea would be admirable, but here its use is open to two serious objections; one, the original cost, and the other, the difficulty of repair. Workmen must be introduced as well as mills, or, like a lady's piano in a jungle station, which she cannot tune herself, the first blast of hot wind, or the first shower, would render the instrument useless. In all countries it is wise to depend as much as possible on the resources of the land itself, avoiding all wants that must be supplied by foreign means. India is especially a cattle breeding country; as with Isaac in Gerar, so is it often with the herdsmen of India—they strive together for the use of wells, and their flocks are their sole possessions. The value therefore of animal labour is trifling; a pair of bullocks, strong to labour, cost, perhaps, twelve rupees, (a pound sterling,) and the wood-work, bags, and ropes for the native well, thirty shillings more; the whole serves for years, and if a murrain occurs among the cattle, they are easily replaced. The machine is oiled with the castor or mustard oil, expressed by means of two rough stones and an hour's camel labour, while the bullocks are fed on cotton seeds, produced in the fields they help to cultivate. So with the sugar-cane: the English screw looked well, and seemed efficient, under European supervision; but it was soon found that the Mahratta farmers, not caring to be outdone in the market, did, with their stones, and earthenware, and blindfolded old camels, speedily produce sugar of equal quality, and sold it at a much lower rate, in the neighbouring markets. We observe, in fact, that wherever similar character of climate exists, similar means of agriculture have been tried and are found to succeed: the simple hand-plough, used for turning up hard rocky ground in Cutch, I have observed in common use in the stony fields of Malta; the water bag used by the Arabs on the banks of the Nile is precisely similar to that which may be seen guided by the hands of a Sindhian on the Indus; and, to follow the idea further, the contadina of Italy wears, to protect her head, under her heavy basket of ripe grapes, a folded cloth in form precisely like that which the Mahratta woman of the Concan places under her burthen of gold-like mangoes; while the more, I think, we reflect on these resemblances and the more we follow them out, not only in articles of common use and in costume, but in arts, religions, politics, and manners, the more certainly we shall yield to the conviction expressed by Mr. Disraeli, "that men in a parallel condition remain but uniform beings."

The railway is, however, a thing of wonder and of might. No "sham thing," as Mr. Carlyle might say, but a matter all truth, all fact, capable of the minutest demonstration, and arriving at ends beyond all that eastern imagination has dreamed of the acts of demi gods. Beside the idea of mechanics, too, of levers, pistons, exhausted receivers, and the might of iron will, the railway will be freighted with ideas, new, bright, resistless, to the people whose tangled forests are set at nought by the power of the fireking. Painters, poets, writers, statesmen, will travel in the East to see its wonders and imbibe its poetry. Knowledge will be disseminated, and that wisdom which leads to mutual tolerance will be acquired by both the learned and the ignorant.

In the early history of the world the Jewish people were the great teachers and civilizers of the nations; they had the strength which springs from union, common fellowship, and common interests of no ordinary kind, and this became the powerful agency which was providentially made available for the extension of their power among the idolatrous nations that surrounded them. The people of India have never possessed strength, for they have never possessed that union which constitutes stength; there has ever been the division of interests which rendered them an easy prey to the conqueror. In western India, besides the great classes of Hindoos, Mahomedans, and Parsees, we have the numerous caste of the former, people, and the two great sects of the latter, to impede progress and weaken national power; so that in these latter days it remains for the Gentile world to create the oneness of interest required, and to become the schoolmaster of the East; to bring low the hills, to exalt the valleys, and to make the crooked paths straight. A very short period has elapsed since our chosen band of men of practical science left us for our eastern shores, anticipating success in all their efforts. They are prepared, it appears, to meet the two principal difficulties of a physical kind that present themselves,—the expansion of metal by heat, and the destruction of woodwork by means of insect architecture; while they are willing to depend, and that, too, most wisely, on native capacity for a provision of working men. Hitherto India has offered no encouragement to Indian labour, skill, or energy, neither has our government. Without trial, without inquiry it is the common, but not the less unjust practice to speak of the natives of India as an incapable race; to laugh at their drawings, shudder at their music, and grow enraged at their stupidity. This impression is as unworthy those who encourage it as it is injurious to those who are its objects. The whole fault is the result of want of trial and consistent encouragement; and I am sure that, under fostering influences, the native of India, the *Hindoo*, will display perceptions as keen, faculties as capable, and acquirement as perfect, as any individual in civilized Europe to whom the same character of mental culture and mechanical practice had been applied. This, hitherto, has not been a popular idea, but a few years will prove it, I think, to be a true one. A great era has commenced for India; from the modern city of the Gentiles are emanating those rays of light calculated to illumine the ends of the world. And while the marbles of Thebes and Nineveh speak with the tongues of fulfilled prophecy in our island of the West, we send forth to a people who yet worship at Pagan fanes not less ancient, the great civilizer of modern times, and by the power of the fire-king, India may once again rise from the dust, become learned, wise, and fertile, as in ancient days, and to her science and her wealth add that power of Christianity which, as the circles of time pass round, may make her, freed from prejudice and strong in union, great among the nations of the world.

"Yes! let the wilderness rejoice,
The voiceless champaign hear the voice
Of millions long estranged;
That waste, and want, and war may cease.
And all men know, that love and peace
Are——good for good exchanged!"

AMOUNT OF PRODUCE *Shipped from the Port of Buenos Ayres from 1st to 30th August 1850.*

	GREAT BRITAIN.	FRANCE.	GERMANY	ITALY.	SPAIN.	HAVANA.	UNITED STATES.	BRAZIL.	TOTAL OF AUGUST.	TOTAL FROM JANUARY TO JULY.	GRAND TOTAL.
Number of vessels	5	4	3	3	1		4	2	22	298	320
Tonnage	1,188	641	840	664	211		987	280	4,811	65,657	70,468
ARTICLES.											
Beef, jerked, quintals								4,603	4,603	231,531	236,134
Do. preserved, boxes										20	20
Bones	142,500	32,000	4000						178,500	2,362,600	2,541,100
Do. tons.		174							174	233	407
Feathers, bales										36	36
Do. arrobas		24							24	5	29
Hair, bales	48	21	20	10			89		188	1,982	2,170
Do. seroons		2					25		27	1,868	1,895
Do. arrobas										151	151
Hide cuttings, bales							15		15	713	728
Do. quintals										10	10
Hides, ox and cow, salted	9,552	6,538	4,279	4,493			14,294		39,156	540,640	579,796
Do. do. dry	2,807	13,921	41,869	9,324	12,900		28,643		109,464	1,007,721	1,117,185
Do. horse do.	1,076			3,595			3,374		8,045	33,853	41,898
Do. do. salted	7,537								7,537	94,138	101,675
Horns ox and cow	9,514	5,416		11,500			30,900		57,330	1,311,688	1,369,018
Skins calf, bales							1		1	27	28
Do. do. dozens										150	150
Do. deer, bales										18	18
Do. do. dozens										22	22
Do. goat, bales			2				33		35	39	74
Do. do. dozens										50	50
Do. nutria, bales							2		2	17	19
Do. do. dozens											
Do. sheep bales	2	111		29			2		144	1,607	1,751
Do. slunk calf, bales										43	43
Do. do. dozens				217					217	1,193	1,410
Tallow, pipes	377			37			199	1	614	10,335	10,951
Do. boxes	988			500	75				1,563	21,654	23,217
Do. seroons				7					7	73	80
Wool, bales	50	137	9	2			203		401	14,899	15,300
Do. seroons	40						38		78	3,063	3,141
Do. arrobas										180	180

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.			
Aug.	6 Brig San Pio, A. Priario	130	E. Ochoa & Co.	Rio Janeiro.
"	8 Brig Constante, Thomas Segueza	138	Llavallol and Sons	Marseilles
Sept.	4 Brig Concordia, Bock		Vicente Casares & Sons	Antwerp.
	BRITISH.			
April	28 Brig Clemanthe, John Hogg	195	Nuttall & Co	Liverpool.
June	22 Brig Venus, Banks	130	Charles R. Horne	London.
"	26 Brig Eliza Robson, Henry Taylor	286	W. H. Henzell	London.
"	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.	Falmouth.
"	15 Barque Jupiter, Peter Baillie	194	Briscoe & Co.	Falmouth.
August	6 Brigantine Navigator, John Lefeuvre	145	Parlane, Macalister and Co.	Liverpool.
"	7 Barque Ipswich, Phillip Asplet	225	Edward Lumb and Co.	London.
"	12 Schooner Jane, Thomas	143	Foley & Hughes	Liverpool.
"	22 Schooner Sappho, Joseph Easton	137	R. and J. Carlisle and Co.	
"	24 Brig John Robinson, William Barrass	218	James McDonell	
"	26 Barque Leopard, George Sbire	300	Samuel Hesse	
"	26 Brig Hyperion, William Scott	241	John Galt Smith & Co.	
"	4 Brig Bessy Robertson, James Law	149	Plowes, Atkinson & Co.	
	AMERICAN.			
June	30 Barque Charles S. Olden, John Douglass	287	Becher, Preuss & Co	Antwerp.
July	13 Barque Ann Hood, J. S Wady	312	Zimmermann, Frazier & Co	New York.
"	15 Brig Cronstadt, Edward Hatch	271	Zimmermann, Frazier & Co.	Boston.
Aug.	1 Barque Wabash, Waldo Hill	298	Samuel B. Hale	Do.
"	7 Brig Sutton, William LeFavour	200	O. J. Hayes and Co.	New York.
"	13 Barque Little Lizzie, Isaac N. Knapp	244	Daniel Gowland and Co.	Boston.
"	21 Barque Marian, Lowry	276	Becher, Preuss and Co.	Buceo and N. York.
"	23 Barque Argentina, George Upton	300	Daniel Gowland & Co.	Salem.
Sept.	1 Barque May Queen, J. S. Watson	325	Zimmermann, Frazier & Co.	Rio Janeiro.
"	1 Barque Oceanus, James Green	242	O J. Hayes & Co.	Boston
"	1 Barque Muskingum, Richard Crockett	248	Adolfo Mancilla & Co.	Antwerp.
"	4 Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes and Co.	New York
	FRENCH.			
January	11 Barque Sultan, Demaire	227	Manuel Arrotea	Repairing.
July	12 Barque Ankober, J. A. Bosque	197	E. Ochoa and Co.	Havre
"	13 Ship Lion, L. J. Bonnet	359	Vivar and Billinghurst	Havre
Aug.	6 Barque Acceiere, J. B. Luis	214	J. B. Vignal	Antwerp.
"	19 Barque Casimir, Dumanoir	227	Dunoyer & Co.	Havre.
"	21 Ship Sirene, Audon	270	Manuel Lopes & Co.	
	SPANISH.			
June	9 Barque Joven Mariana, Bartolemè Segui	253	Manuel Murrieta	Havana.
July	5 Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	Havana
"	14 Bq. Paquete de Buenos Ayres, José Romero	130	E. Ochoa and Co.	Cadiz.
"	17 Barque Angelina, Masone	245	Francisco Berdier	
"	17 Brigantine San Antonio, Gerardo Bernes	161	E. Ochoa & Co.	Havana
	18 Barque Amable Rosa, Pablo Ferrer	255	E. Ochoa & Co.	Barcelona.
"	28 Schooner Pepa, Marcelino Dominguez de Soto	130	Llavallol & Sons	
Aug.	1 Barque Dos Amigos, Marrano Gorordo	259	Francisco Berdier	
"	9 Zumaca Victorina, Miguel Vivas	201	E. Ochoa & Co	
"	18 Brig Delicia, Julia	156	E. Ochoa and Co.	Havana
"	25 Polacre Primera Tigre	139	E. Ochoa & Co.	Do.
"	24 Polacre Dorotea, Antonio Pages	208	Enrique Ochoa & Co	
	SARDINIAN.			
May	17 Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile	Genoa.
July	8 Polacre General Garibaldi, Antonio Corsanico	157	Sivori & Schiaffino	Bahia.
"	10 Brig Angelo, Eriole Casanova	204	Adolfo Mancilla and Co.	
"	13 Barque Hesperia, Lorenzo Canevare	282	Bartolomé Viale	Genoa.
"	14 Schooner Catterina, J. B. Dodero	145	Jacinto Caprile	Do.
"	17 Pol. Natività di Maria, Bartolomé Tiscornia	203	Pietranera, Piaggio and Co.	
"	20 Polacre Nuevo Giulio, Pedro A. Repetto	205	Francisco Taurel	
Aug.	10 Polacre barque Corebo Secondo, José Serra	258	José Avegno	
	DUTCH.			
August	9 Galliot Plata, J. H. Henning	240	Bunge, Bornefeld & Co.	Antwerp.
	BRAZILIAN.			
July	12 Barque Entreriana, Manuel R. Castro	256	Adolfo Mancilla and Co.	
"	13 Brig Cascudo, J. Antonio Maya	227	Antonio Marques Mendoza	
Aug.	9 Brig Setta, Acosto	204	Alves Pinto	Rio Grande.
"	9 Brig Carejoo, José Pereyra de Araujo	245	Adolfo Mancilla, and Co.	Brazil.
"	21 Brig Mentor, Antonio M. Grant	173	José Coelho Meyrelles	Rio Grande.
"	25 Schooner Bella Jovita, José Maria Pereyra	122	P. Huergo	
"	26 Brig Belisario, Manuel da Silva Santos	232	Antonio Marquez Sousa	
Sept.	3 Brig Sem Igual, Joaquin Gonsalez Lages	377	Antonio Romaguera	
	ORIENTAL.			
Aug.	8 Brig Tigre, H. Ydoyaga	200	Thomas Rousse	
	HAMBURG.			
May	23 Brig Wilhelmine, Hansen	210	J. N. Bieber & Co.	Hamburg.
	PORTUGUESE.			
Aug.	13 Barque Amazonas, Nicolas Repeto	200	José Coelho Meyrelles	Brazil.
	SWEDISH.			
Sept.	4 Brig Cecilia, Launsberg		Llavallol & Sons	
	DANISH.			
July	1 Brig Sophia, C. Teverson	208	Bunge, Bornefeld and Co.	Falmouth.
"	13 Brigantine Christine Maria, Gronsund	181	Charles R. Horne	Hamburg.
"	17 Brig Johann Christophe, Jorjan	300	Otto, Rosenthal & Co.	Falmouth.
Aug.	9 Brig Ida & Emma, E. Diedrichsen	155	Charles R Horne	California.
	BELGIAN.			
Sept.	5 Brig Budget, Brarens	141	Diego Calvo & Sons	
	HANOVERIAN.			
Aug.	10 Galliot Anna Rebecca, H. P. Friedrichs	120	J. N. Bieber & Co.	Antwerp.
Sept.	2 Galliot Elise, Mathias Olthaus	120	J. N. Bieber & Co.	

FOREIGN VESSELS OF WAR IN PORT.

BRITISH—Steamer Rifleman, Lieut. Com. Branch.

BRAZILIAN.—Brigantine Eolo, 4 guns, Lieut. Albin.

The arrivals from foreign ports during the past month have been as follows :—

	Vessels.	Tons.
Great Britain, including 1 *via* Buceo	5	1070
United States	7	1763
France	3	641
Spain	5	1053
Hamburg	2	318
Antwerp, via Salt Island	1	240
Sardinia	2	396
Brazil, including 1 in ballast	11	1974
Buceo, including 2 do.	3	367
Valparaiso	1	200
Montevideo, all in ballast	4	790
	44	8812

The sailings hence during the same period—

For different foreign ports, with cargoes of native produce as per statement	22	4811
East Indies, in ballast	1	380
Brazil, in ballast 5, salt 1	6	1148
Montevideo, all in ballast	3	709
Buceo, in ballast 1, foreign produce 2	3	367
	35	7415

MARINE LIST.

PORT of BUENOS AYRES

August 31.—*Wind S. W.*

Sailed, French polacre barque Chasseur, 198 tons, M. Silvestre, for Marseilles, despatched by M. Laplane, with 2227 salted ox and cow hides, 4705 dry do. do., 90 bales wool, 21 bales and 2 seroons hair, 5416 horns, 32,000 bones.

National brig Mentor, 240 tons, L. C. Nielsen, for Bahia Blanca, despatched by Jacob Parravicini, with a general cargo.

Brazilian brig Novo Asilo da Virtud, 142 tons, F. F. Noguera, for Rio Grande, with 300 fanegas salt, despatched by Agustin Arimondo.

Norwegian barque Tonsberg, 418 tons, Nielsen, for Antwerp, despatched by Vicente Casares & Sons, with 1500 salted ox and cow hides, 21,081 dry do. do., 9 bales wool, 20 do. hair.

American brig Charlotte, 199 tons, Hopkins. for Buceo and New York, despatched by O. J. Hayes & Co., with 2000 dry ox and cow hides, 1195 salted do. do., 7000 horns.

September 1.—*Wind S. E., in the afternoon changed to N. E.*

Arrived, American barque May Queen, 325 tons, J. S. Watson, from Boston 30th June, to Zimmermann, Frazier & Co., with 15,000 silver dollars, 100 doubloons, 104,684 feet lumber, 95 tierces, 10 half tierces and 298 barrels rice, 100 do. sugar, 10 boxes hatchets, 1 do. hoes, 1 do. handles for do., 1 box shirts.

American barque Oceanus, 242 tons, James Green, from Boston 19th June, to O. J. Hayes & Co., with 100,859 feet pine lumber, 246 mahogany boards, 100 shooks, 26 tons stone, 9 boxes shoes, 30 do. candles, 200 do. crackers, 20 do. chairs, 13 do. merchandize, 100 do. and 20 half do. tea, 25 boxes and 250 barrels sugar, 1 bundle twine, 50 bales canvas, 20 barrels cloves, 400 do. flour, 198 do. rice, 30 do. turpentine, 21 bales wax, 250 doubloons, 4 boats.

American barque Muskingum, 248 tons, Richard Crockett, from Parnaguá 13th August, to Adolfo Mancilla & Co., with 103,000 pieces firewood, 12 logs wood, 12 plants.

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

Sardinian polacre Abdul Mejid, 186 tons, Juan B. Canevaro, for Genoa, despatched by Bartolomé Viale, with 4343 dry ox and cow hides, 1803 salted do. do., 6000 horns, 14 bales hide cuttings, 48 bags hair, 86 boxes tallow.

Spanish brig Ferrolano, 130 tons, Santiago Montenegro Villamar, for Coruña, despatched by Pedro Alfaro, with 6886 dry ox and cow hides, 2 bales calf skins, 1 do. slunk calf do.

September 2.—*Wind N., in the afternoon changed to N. E.*

Arrived, Hanoverian galliot Elise, 120 tons, Mathias Olthaus, from Hamburg 1st June, to J. N. Bieber & Co., with 450 baskets and 998 demijohns gin, 3020 pine boards, 3 boxes leeches, 4000 lbs. oakum, 5 lasts coal, 300 pieces bagging, 80 boxes, 87 packages and 2 casks merchandize.

Sailed, French man of war barque Astrolabe, 18 guns, Commander Montravel, for France.

Spanish barque Ines, 235 tons, Juan Raimundo, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 5750 quintals jerked beef.

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

September 3.—*Wind N.*

Arrived, Brazilian brig Sem Igual, 377 tons, Joaquin Gonzales Lages, from Bahia 9th August, to Antonio Romaguera.

Passengers—3.

American barque Oliver J. Hayes, 413 tons, Francis Scott, from New York 21st June, to O. J. Hayes & Co., with 1,119 doubloons, 15 carriages, 100 shooks, 100 half do., 12,000 staves, 100 kegs lard, 124 boxes, 37 bales, 1 keg and 7 barrels drugs, 2024 feet lumber, 515 barrels sugar, 50 tierces and 442 barrels rice, 160 dozen brooms, 15 dozen buckets, 5 boxes shoes, 4 kegs ink, 100 do. nails, 26 boxes clocks, 13 do. hatchets, 5 do. adzes, 15 bales and 10 boxes domestics, 6 boxes furniture, 3 do. books, 30 do. chairs, 103 do. tea, 222 bales twine, 1 iron safe, 30 earthen jars, 100 tin do., 10 barrels, 20 half barrels, 2 hogsheads, 29 boxes and 14 packages merchandize.

H. B. M. steamer Rifleman, Commander Hitchings, from Rio Janeiro 23d ult., Montevideo 2nd inst., with the mail conveyed to Rio on the 17th by H. M's. packet Penguin, from Falmouth 6th July.

Passengers—Messrs. Thomas Reeves, Luis Dominguez, lady and child.

Sailed, French ship Paraná, 235 tons, V. Garbe, for Havre, despatched by E. Ochoa & Co., with 9498 dry ox and cow hides, 1260 salted do. do., 542 salted horse do., 1600 horns, 5 seroons hair, 16 bales sheep skins, 38 do. hide cnttings, 30 pipes and 40 boxes tallow.

British brig Gauntlet, 206 tons, John Presley, for Liverpool, despatched by Bates, Stokes & Co., with 3455 salted ox and cow hides, 3852 do. horse do., 1898 dry ox and cow hides, 61½ pipes and 178 boxes tallow, 10 sheep skins, 5 seroons hair, 49,500 shin bones.

American barque John H. Millay, 240 tons, H. W. Perkins, for Boston, despatched by Zimmermann, Frazier & Co., with 13,697 dry ox and cow hides, 1500 salted do. do., 1886 horns.

September 4.—*Wind N. E.*

Arrived, American steamer W. J. Pease, 314 tons, Edward S. Jessup, from Montevideo 3d inst., in ballast.

Passengers—60.

British brig Bessy Robertson, 149 tons, James Law, from London 6th June, to Plowes Atkinson & Ce., with 600 iron pots, 100 stoves, 4 bundles grates, 9 packages deals, 1 bundle broom handles, 126 tons coal, 151 casks, 81 cases, 2 bales, 7 crates, and 3 carboys merchandize.

Swedish brig Cecilia, 200 tons, Lauenberg, from Valparaiso 23d July, to Llavallol & Sons.

Sailed, French war steamer Flambart, having on board Rear-Admiral Le Predour and suite, for Montevideo.

September 5.—*Wind S. S. E., rain.*

Arrived, Brazilian brigantine of war Eolo, Lieut. Albin, from Montevideo 4th inst.

Oriental schooner Cid Campeador, 122 tons, Ramon G. Panasco, from Buceo 4th inst., to Federico Civils, in ballast. Passengers—4.

Belgian brig Budget, 141 tons, Brarens, from Rio Janeiro 21st ult. to Diego Calvo & Sons.

September 6.—*Wind S. S. W.*

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

The following are the manifests of the undermentioned vessels—

"Henrique"—250 quarter casks sweet wine, 1 box silks, 1 bale matting, 20 tons stone, 11 boxes cards, 1 bale ribbons, 5 boxes books, 73 barrels snuff.

☞ Want of space prevents us from publishing in the present number the programme of the Foreign Amateur Racing Society's Spring Meeting, that is to take place on the 17th of October. It will appear in our next,

SHIPPING MEMORANDA

ARRIVED AT NEW YORK.

June 8, Fama, Payken, hence 14th April.
" 17, Dido, G. Malcow, " 30th "
" 25, John Murray, Lull, " 5th May.

AT BOSTON.

June 18, Heinrich, Boye, hence 1st May.
" " Fortuna, Jacobsen, from Buceo 25th April.

AT LIVERPOOL.

June 23, Good Luck, De Grouchy, hence 4th April.
July 3, Commodore, Asplet, hence 19th April.

OFF THE START.

June 17, Anna, Kamen, hence 12th April, for Hamburg.

AT MARSEILLES.

June 21, Banarè, L. V. Martin, henco 17th March.
" 22, Printemps, Touchet, hence 24th Mar.

AT HAVRE.

June 25, José, Schmidt, hence 13th April.
" 30, Roitelet, Anset, hence 2nd "

AT ANTWERP.

June 22, Plantin, Knudsen, hence 7th April.
" " Freya, Lund, " " "
" 23, Louise, Elberg, " 10 "

Cleared at Boston, June 26, Undine, John Lewis, for Buenos Ayres, via Calais.

Vessels loading for the River Plate, besides those previously mentioned.

At Liverpool—Lady Mona, Creole, & Margaret.
In the Clyde—Ravenswood.
At Bordeaux—Virginie Gabrielle, Australie, Français, Amerique, Boune Jenny, Neptune and José.
At Havre—Moliere and Adele et Julie.

Advertisements.

☞ TOTAL ABSTINENCE AND BENEFICIAL SOCIETY. ☜

The adjourned Monthly Meeting of this Society will be held on Tuesday evening next, 10th September, at 7 p.m.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig "ELIZA ROBSON," 286 tons, H. Tayl r, Commander, has only disengaged room for 1000 salted hides and a few cases of tallow which can be received on board immediately. This vessel has most superior accommodations for passengers.

Consignee W. H. Henzell, Esq.,

British barque "IPSWICH," 235 tons, P. Asplet, commander, is well known as a regular trader, A. 1. for 12 years, has already three fourths of her cargo engaged, and being acknowledged to be one of the finest and fastest vessels in the trade, is warranted to have quick despatch. This vessel offers a splendid opportunity for passengers about going to Europe, having superior accommodations.

Consignees Messrs. E. Lumb & Co.

FOR LIVERPOOL.

British barque "*MARY QUEEN OF SCOTS*," 256 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, and having all her cargo engaged is guaranteed to have immediate despatch.

Consignees Messrs R. and J. Carlisle & Co.

British schooner "JANE," 143 tons, W. Thomas, commander, is a most superior little vessel and having a considerable portion of her cargo contracted for and shipping will have quick despatch; this vessel offers a first rate opportunity for passengers, and will load three fourths of her cargo in the inner roads.

Consignees Messrs. Foley & Hughes.

FOR
Cork or Falmouth.

British barque "*CHEROKEE*," 278 tons, A. 1., J. Caldwell, commander. Has only disengaged room for passengers having superior accommodations and will have quick despatch.

Consignees Messrs. J. Galt Smith & Co.

British brig "*HYPERION*," 241 tons, W. Scott, commander, is A. 1. at Lloyd's for 12 years, and only 6 years old, is chartered and has only disengaged room for passengers, she will have good despatch.

Consignees Messrs. John Galt Smith & 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.

For Havre de Grace.

French barque "*ANKOBER*," 197 tons, J. A. Bosque, Commander, is one of the line of packet ships, has all her cargo engaged and will be despatched shortly. Persons desirous of making a comfortable passage to Europe would do well to avail themselves of this favourable opportunity.

Consignees Messrs. E. Ochoa & Co.

French barque "CASIMIR," 227 tons, Dumanoir commander, is one of the Packet's of the line, has all her cargo contracted for and will have quick despatch. This vessel has superior cabin accommodation for passengers, and being a remarkably fast vessel offers a most desireable opportunity for persons returning to Europe.

Consignees Messrs. A Dunoyer & Co.

For Marseilles.

Argentine brig "CONSTANTE," 138 tons, Segueza commander, has two thirds of her cargo engaged, and being a fine fast vessel offers a good opportunity both for goods and passengers, having good accommodation.

Consignees Messrs. Llavallol & Sons.

For Havre de Grace and Bordeaux.

French ship "Sirene," 269 tons, Audorie, Commander. Is new, first class at Lloyd's, and a remarkably fast sailer, has only disengaged room for passengers, which she will take for either of said ports, and having very fine accommodations offers a rare opportunity to people returning to France.

Consignees Messrs. M. Lopez & Co.

For Antwerp.

Hanoverian galliot "Anna Rebecca," 120 tons, Friedrichs, commander, has positively all her cargo engaged and has only disengaged room for passengers for which her accommodations are excellent.

Consignees Messrs J. N. Bieber & Co.

French barque "ACCELERE," 240 tons, Fauche, commander; has positively engaged all her cargo and has only room for passengers who will receive every requisite comfort from the Captain.

Consignee J. Vignal, Esq.

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 is guaranteed to have quick despatch.

Consignees Messrs. Becher, Preuss & Co.

Dutch Galliot "PLATA," 180 tons, J. H. Henning, Commander, is a regular trader and well known for the good delivery of her cargoes, has only disengaged room for passengers, she will load her entire cargo in the inner roads.

Consignees Messrs. Bunge, Bornefeld & Co.

Argentine brig "Concordia," 180 tons, E. Bock, Commander, has the greatest portion of her cargo contracted for and has still disengaged roomfor about 2,000 Dry hides or equivalent in Bales, this vessel is first class and well known as a regular trader, has very superior accommodations for passengers.

Consignees Messrs. V. Casares & Sons.

For Freight or Charter.

British barque "LEOPARD," George Shire, commander. Is 300 tons register, A. 1. at Lloyd's for 13 years, well known as being one of the finest and fastest vessels afloat and offers a most desireable opportunity both for goods and passengers, having the best of accommodations for the latter. Persons desirous of making a short and pleasant passage to Europe will do well to avail themselves of this superior opportunity.

Consignee Samuel Hesse, Esq.

British brig "John Robinson," 247 tons. Barrass, Commander, is A.1. at Lloyd's for 8 years, and only 2 years old offers a most desireable opportunity both for goods and passengers.

Consignee J. McDonell, Esq.

Hanoverian Galliot "Elise," 120 tons, M. Olthaus Commander, A. 1. at Lloyds and only 2 years old offers a first rate opportunity to shippers of cargo as she will take in all her cargo in the inner roads.

Consignee Messrs. J. N. Beiber & Co

British schooner "S A P P H O," 137 tons, I. E ston, Commander, A. 1 at Lloyd's, is without exception one of the finest and fastest little crafts afloat, and being a regular trader is a most desireable opportunity for goods or passengers.

Consigness Messrs. R. & J. Carlisle & Co

All the foregoing vessels are first class at Lloyd's, have good accommodations for passengers and are, in every respect, most desireable conveyances.—For further particulars please apply to their respective consignees, or to

John Higginbothom,
Licensed Ship Broker,
No. 30, Calle Reconquista.
Sept. 7, 1850.

Doctor J. G. de J. Perez, physician of the German, and French colleges, having recently arrived from London (his last residence,) has the honour of informing the public that he now resides in the Calle de la Victoria No. 102.

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.

Neither the Captain nor Consignees of the British brig John Robinson will be responsible for any debts contracted by the crew of said vessel.

Buenos Ayres, September 4th, 1850.

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

FOR HAMBURG,

The clipper built, new, coppered and copper-fastened A. 1. Danish schooner brig

Christina Maria,

156 tons,
Captain D. J. C. Gronsund.

This fine vessel being on her first voyage and having the greater part of her cargo engaged, can still take about 2000 dry hides or equivalent in bales on freight.

Consignee Charles R. Horne, Esq..

FOR HAMBURG.

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

Consignees Messrs. J. N. Bieber & Co.

For Rio Janeiro.

PASSENGERS ONLY.

The very superior A, 1. American barque *May Queen*, 325 tons, will possitively sail on the 12th inst., offering a first-rate opportunity for passengers.

Consignees Messrs. Zimmermann, Frazier & Co.

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 ANTWERP,

The superior fast sailing coppered and copper fastened A. 1. American barque Muskingum 248 tons, Capt. R. Crockett. This fine vessel having a considerable part of her cargo engaged will have quick dispatch.

Consignees Messrs. Adolfo Mancilla & Co.

FOR RIO JANEIRO.

The splendid fast, sailing National Schooner "LOUISE," of 121 tons burthen, Capt. H. Alwes, has only room for 1,000 quintals beef, or its equivalent, this vessel is guaranteed to have very quick dispatch. She can accommodate two passengers.

FOR RIO GRANDE.

The fast sailing Brazilian brig "MENTOR," of 173 tons, Capt. A. M. Grant, requires cargo on freight, which by applying to the undersigned Broker will be taken on reasonable terms. Passengers will find this a very superior opportunity.

Consignee J. C. Meyrelles, Esq.

For San Francisco,
California.

Touching at Valparaiso.

The splendid, new, fast sailing, coppered and copper fastened A 1. Danish brig "IDA& EMMA," 200 tons register, Emil Diederichsen, commander, will be despatched for the above destination within a very short time, and has excellent accommodations for Steerage passengers, to whom the Captain offers a liberal treatment. Consignee Charles R. Horne, Esq.

For the foregoing vessels apply to

Richard Sutton, Jun.

Ship Broker,
No. 14 Calle La Reconquista.

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.

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 Liverpool.

The well-known A. 1. regular trading clipper-schooner

"Navigator,"

Lefeuvre, commander,

Having a large part of her cargo engaged, will have quick despatch. Can still admit on freight hides, tallow or bales at the current rates.

Apply to the Consignees Messrs. Parlane, Macalister & Co., No. 78 Calle San Martin.

B O O K S
For Sale,

AT

W. WHITE'S, No. 89½ Calle la Merced, (formerly Cangallo.)

Hoopers's Medical Dictionary, 1 vol.; Dunglison's Human Physiology, 2 vols.; Dunglinson's General Therapeutics and Materia Medica, 2 vols.; Edwards and Vavasseur Materia Medica, I vol.; Hippocrates and Galen epitomized by J R Coxe, 1 vol.; The Holy Bible, with notes by D'Oyly and Mant, with plates, maps, and concordance; Spanish Grammars, Spelling Books, Geographies and other School Books.

On board the brig "John Robinson,"
August 20, 1850.

Capt. Wm. Barrass,

Dear sir,

We, the undersigned, on behalf of 106 steerage passengers, have this night on our arrival at the Port of Buenos Ayres, unanimously agreed to return you our most sincere thanks for the care and attention we have received whilst on board the "John Robinson," under your command; likewise for the most carefull and skilfull manner in which you performed your most trying duty during the whole passage, and we feel obligated to acknowledge your kindness by presenting to you this Testimonial of our gratitude.

Long life and success attend you,
And beg to remain, respected sir,
Your obedient Servants,
And well-wisher.

Committee—L. Lockery.
C. McGuire.
Trs O. Weill.
J. Scallery.
Ml. Murphy.
James Burke.
John Malone.
Bar. Casey.
Wm. Tallom.

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 Cosignees 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.

FOR HAMBURG.

PASSENGERS ONLY.

The fine fast sailing A. 1. Danish brig

Johann Christoph,

B. Jorjan, master,

Has most excellent accommodations for passengers and will not be despatched until the latter end of this month.

For particulars apply to Capt. Jorjan, or to the Consignees Messrs. Otto, Rosenthal & Co., Calle de la Reconquista, No. 18.

Wanted,

A good plain Woman Cook, good wages will be given, but a character for sobriety, honesty and ability will be required. Apply at No. 59 Calle Mayo.

For Havre de Grace & Bordeaux.

—Passengers only—

The superior fast sailing A. 1. French ship

LION,

359 tons per register,
C. Bonnet, commander.

Will positively sail on the 15th inst. for the above destinations, and has still some state rooms disengaged, [her accommodation being very superior] any parties desirous of securing a passage on board, may please apply to the Capt at the Hetel de Paris, 25th May Street, or to her consignees

Vivar & Billinghurst,
Santa Rosa, No. 26.

British Medical Dispensary.

A special general meeting of the subscribers to this Institution will be held at the British Consulate, No. 58, Mayo Street, on Wednesday the 11th September, at one o'clock precisely, to take into consideration the following recommendation of the Committee.

"The Committee considering the many valuable services rendered to the Hospital by the Rev. Barton Lodge are desirous of connecting his name permanently with the Institution and recommend that he should be elected honorary President for life.

Buenos Ayres, 2nd September, 1850.

PATRICK McLEAN,
Chairman.

EXPORTS.

FEATHERS.—Duty, 4 per cent.				
Ostrich, platted ——lb—	6	á	7	
" loose ——do—	4	á	4½	
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	33	á	35	
" mixed——do—	40	á	48	
" long 18 to 24 inches do—	90	á	105	
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal——	28	á	30	
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	50	á	54	
Matadero, country, 25 to 30 lbs.av.	46	á	50	
For Spain, per 35 lbs——	48	á	49	
" North America, per do——	45	á	46	
Of all stake ——per do——	40	á	46	
Salted ox, 60 lbs. av, per 60 lbs.	39	á	40	
Do. " 63 lbs. and above do.	42	á	43	
" cow 45 to 48 lbs. average do	36	á	37	
" " 50 lbs. and above do.	36	á	37	
Horse, salted, each ——	—	á	8	rs.sil,
" dry ——do——	10	á	12	
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.	50	á	54	
Chinchilla, per dozen——				
Goat——per do——	—	a	—	
Nutria ——per lb——	5	á	5½	
Sheep, washed, fine and ordinary ——dozen	34	á	40	
Do. dirty——do—	29	á	36	
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	18	a	20	
Do. melted, 1st class, do.		none		
Do. pure, 2nd class, do.	22	á	24	
Grease and tallow ——do.	19	á	20	
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	a	27½	rs.sil,
Do. dirty ——		none.		

MONEY MARKET.

EXCHANGE, England, in currency, 3½ á 3¾d. per dol.
Do. do. in specie 69s. 6d á 70s. per oz.
Do. France, do. do. 87½ á 88f. per oz.
" Montevideo par.
" Rio Janeiro, 1¼ per cent. prem.
" United States 7 per cent. discount

The highest rate of Exchange upon England during the week, 70s. 3d. per ounce.
The lowest, 68s. 60 days credit.

STOCK—Six per cent........ } 1 per cent. premium.
" Four per cent...... }

BULLION—Spanish doubloons....	228	á	230½
" Patriot doubloons	226	á	226½
" Do. Dollars	14	á	14½
" Spanish do. & Patacones	14½	á	14¾
" Plata Macuquina.....		á	12½

The highest price of Spanish doubloons during the week 230
The lowest 228
The highest price of Patriot doubloons during the week 227
The lowest 224¼
Permits for shipping specie, prem. per cent. ¼ á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70 á 80s per 2240 lbs.	35s. p. 2240 lbs.	In box 35s. In pipes 35s } per 2240 lbs.	Wool Hair } 25s.	nominal.
France......	65 fs.& 10p. cent. per 900 k.	45 f. per 1000 k.	40 fs. p. 1000 k.	50f. p. 42 cubic ft.	
Continent....	85s. & 5 p. cent. p. 2240 lbs	40s. & 5 p. cent. p. 2240 lbs.	........none........	40s. p. 40 ft	nominal.
Spain.......	$20 & 10 p. cent. per 2000 lbs.		........none........		—
United States	½ ct. &5 p. ct.p.lb.	½ ct.&5 per cent.	none	$4 & 5p.ct.40c.ft.	
Rio Janeiro..	......none......	........none.....	........none	..... none.......	3 rls. p. 100 nominal
Havana	......none......	........none.....	........none	..... none.......	6 to 7rs. per 100 lb

George Thomas, Responsible Editor