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AND

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BUENOS AYRES.

The prominent feature in the present week's news, is one of a peculiarly painful character, the sudden and unexpected death of a great and good man, General Taylor, President of the United States; which lamented and truly deplorable event took place at Washington, on the 9th July, after a very few days illness.

The perfect identity of our institutions; the long and uninterruptedly cordial relations that happily subsist between the Argentine Confederation and its great Northern Prototype, and the grateful recollection of most important services in the shape of sympathy, counsel, and encouragement, at a time when Monarchical Europe in general looked askance on our struggling efforts at National Independence, give a depth and intensity to the sympathy and commiseration universally felt on this melancholy occasion, alike, we venture to affirm, by the Argentine Government and community.

The personal qualities of the deceased,—his sterling integrity, uncompromising independence, and inflexible perseverance, as a man; his patriotic and disinterested decision, as a citizen; his exemplary subordination and fidelity, as a soldier; his comprehensive views and circumspect policy, as a Statesman, and the urbanity, moderation, firmness and dignity, wherewith he comported himself, as Supreme Magistrate of a great and rapidly advancing Republic,—render his loss at the present conjuncture, not only a national, but a public calamity.

With this brief and inadequate expression of the public sentiment of Buenos Ayres, we cheerfully cede to abler hands the eulogy of the departed Statesman; and the selection of the Hon. Daniel Webster, from a crowd of able and enthusiastic panegyrists, requires no apology. His many kindred affinities with the illustrious deceased, his reputation as a Statesman, his fame as a forensic orator, and his literary celebrity, at once qualify and designate him as the organ and interpreter of the respect and sorrow of his fellow-countrymen.

In the Session of the Senate of the United States, of the 10th July, Mr. Webster made the following touching and patriotic allusion to the melancholy event:—

Mr. WEBSTER—Mr. Secretary, at a time when the great mass of our fellow-citizens enjoy remarkable health and happiness throughout the whole country, it has pleased Divine Providence to visit the two Houses of Congress, and especially this House, with repeated occasions for mourning and lamentation—Since the commencement of the session, we have followed two of our own members to their last home; and we are now called upon, in conjunction with the other branch of the Legislature, and in full sympathy with the deep tone of affliction which I am sure is felt throughout all the country, to take part in the solemnities of the funeral of the late President of the United States. Truly, sir, was it said in the communication read to us that a great man has fallen among us. The late President of the United States, originally a soldier by profession, having gone through a long and splendid career of military service, had, at the close of the late war with Mexico, become so much endeared to the people of the United States, and had inspired them with so high a degree of regard and confidence, that without solicitation or application, without pursuing any devious paths of policy, or turning a hair's breadth to the right or to the left from the path of duty, a great and powerful, and generous people saw fit, by popular vote and voice, to confer upon him the highest civil authority in the nation. We cannot forget that in other instances, so in this, the public feeling was won and carried away in a degree, by the eclat of military renown. So it has been always, and so it always will be, because high respect for noble feats in arms has been, and always will be, outpoured from the hearts of the members of a popular government. But it will be a great mistake to suppose that the late President of the United States owed his advancement to high civil trust, or his great acceptability with the people, to military talent or ability alone. I believe, sir, that, associated with the highest admiration for those qualities possessed by him, there was spread throughout the community a high degree of confidence and faith in his integrity, and honour, and uprightness as a man. I believe he was especially regarded as both a firm and a mild man, in the exercise of authority. And I have observed more than once in this and in other popular governments, that the prevalent motive with the mass of mankind, for conferring high honor on individuals, is a confidence in their mildness. Their parental protection is regarded as of a safe and safe character. The people naturally feel safe where they feel themselves to be under the control and protection of sober counsellors of impartial minds, and a general paternal superintendence. I suppose, sir, that no case ever happened in the very best days of the Roman Republic, where any man found himself invested with the highest authority in the State, under circumstances more repelling all suspicion of pursuing any crooked path in politics, or all suspicion of having been actuated by sinister views and purposes, than in the case of the worthy, and eminent, and distinguished, and good man, whose death we now deplore. He has left to the people of his country a legacy in this. He has left them a bright example, which addresses itself with peculiar force to the young and rising generation, for it tells them that there is a path to the highest degree of renown, straight onward, without change or deviation. Mr. Secretary, my friend from Louisiana (Mr. Downs) has detailed, shortly, the events in the military career of General Taylor. His services through his life were mostly on the frontier, and always a hard service, often in combat with the tribes of Indians all along the frontiers—for so many thousands of miles. It has been justly remarked, by one of the most eloquent men whose voice was ever heard in these Houses, that it is not in Indian wars that forces are celebrated, but that it is there that they are formed," the hard service, the stern discipline devolving upon those who have a great extent of frontier to defend, with irregular troops, being called suddenly into contact with savages, to study the habits of the savage life and savage war, in order to foresee and overcome their stratagems, all these things tend to make hardy military character. For a very short period, sir, I had a connection with the executive government of this country, and all that time, very perilous and embarrassing circumstanes existed between the United States and the Indians on our borders, and war was actually raging between the United States and the Florida tribes, and I very well remember that those who took council together on that occasion officially, and who were desirous of placing the military command in the safest hands, came to the conclusion that there was no man in the service more fully uniting the qualities of military ability, and great personal prudence than Zachary Taylor; and he was of course appointed to the command. Unfortunately, his career at the head of this government was short. For my part, in all that I have seen of him, I have found much to respect, and nothing to condemn. The circumstances under which he conducted the government, for the few months he was at the head of it, have been such as perhaps not to give him a very favorable, certainly not a long opportunity of developing his principles and his policy, and to carry them out. I believe he has left on the mind of the country a strong impression, first, of his absolute honesty and integrity of character, and his good sense, and lastly of the mildness, kindness and friendliness of his temper towards all his countrymen. But he is gone! He is ours no more, except in the force of his example. Sir, I heard with infinite delight the sentiments expressed by my honorable friend from Louisiana, (Mr. Downs) who has just resumed his seat, when he earnestly prayed that this event might be used to soften the animosities, to allay party crimination, and restore fellowship and good feeling among the various sections of the Union. Mr. Secretary, great as is our loss to-day, if these inestimable and inappreciable blessings shall have been secured to us, even by the death of Zachary Taylor, they have not been purchased at too high a price; and if his spirit, from the regions to which it has ascended, could see these results—could see that he had entwined a soldier's laurel around a martyr's crown, he would say exulting, "happy am I that by my death I have done more for that country, which I have loved and served, than I did or could do by all the devotion, and all the efforts that I could make in her behalf during the short span of my earthly existence." Mr. Secretary, great as this calamity is, we mourn, but not as those without hope. We have seen one eminent man, and another eminent man, and at last a man in the most eminent station, fall away from the midst of us. But I doubt not there is a Power above us, exercising over us that parental care that has marked our progress for so many years. I have confidence still, that the place of the departed will be supplied; that the kind, beneficial favor of Almighty God will still be with us, and that we shall be borne along, and upward on the wings of sustaining Providence. May God grant that in the time that is before us, there may not be wanting to us as wise men, as good men for our counsellors, as he whose funeral obsequies we now propose to celebrate.

By the Constitution, the Vice-President, Millard Fillmore, Esq., of New York, becomes President, or acts as President, during the remainder of the term for which General Taylor was elected. In politics he belongs to the same party as his predecessor; and, as a member of the legal profession, is said to possess brilliant talents. As to his other administrative qualifications, time has an important tale to tell; for, it must be confessed, that a severe practical test awaits them.

We have dates by the *Bosphorus* to the 15th July. They contain little of general interest.

His Royal Highness the Duke of Cambridge, Uncle of H. M. Queen Victoria, died on the 13th, having completed his 76th year.

Marshal Soult is reported as dangerously ill.

The Queen of Spain gave birth to a Prince on the 4th July; who survived his birth only for a few minutes. Her Majesty was recovering favourably.

Peace had been proclaimed between Prussia and Denmark; but the question between Denmark and the Duchies, wore an aspect far from pacific.

The public press in France is subjected to the most stringent regulations. Every article published is to be signed by its author. It is calculated that the recent electoral law will disfranchise 6 million voters. Such are the first fruits of the barricades and socialism.

We have to record the sad effects of another severe gale which has been productive of still more extensive disasters to the shipping in our port than that of 21st and 22d July last; although it has not been so destructive to the buildings along the shore, from the fact of not being accompanied by so high a tide.

On Saturday evening last we had a heavy fall of rain, with the wind from the N. W. On Sunday the weather was fine with a light breeze from the S. E., which shifted during the night to the E. and freshened considerably. On Monday it blew a gale the whole day, from the same quarter, with occasional showers. After nightfall it rained heavily for several hours, the gale in the mean time continuing to increase, and when the rain ceased it raged terrific. On Tuesday it also continued with great violence E. by N., occasionally with rain, till 3 p. m. when it began to moderate. At 4 it changed to N. E. and at 8 to N. W. with heavy squalls, and continued so all night. On Wednesday fair weather, with a fresh breeze from the W. and a very low tide; the greater part of the vessels both in the outer and inner roads being aground in consequence. The Bank being left dry several persons both on horseback and on foot were seen traversing it during the day in different directions. On Thursday a fine day and full tide—nature may be now said to have resumed her wonted course.

The following is a synopsis of the damages sustained by the shipping—

National schooner "Paz Entreriana," ran ashore off the Battery Libertad; it is expected she will be got off.

National brig "Concordia," high and dry off the Retiro. This ill-fated vessel ran ashore off San Isidro on the night of the 22d July last, was subsequently got off, and had only returned to this port on the 3d inst. She again drove from her anchors on the morning of the 17th. No hopes are entertained of her being got off.

British schooner "Jane," parted 3 cables and ran ashore at Palermo, H. E's. Quinta. She was loading for Liverpool and had 84 pipes of tallow on board. No hopes are entertained of her been got off.

British brig "Bessy Roberteston," parted her cables and ran ashore off Palermo in a leaky state, with a large quantity of coals on board, having lost her mainmast and mate overboard. No hopes are entertained of her being got off.

French barque "Ankober," ready to sail for Havre with a full cargo of produce, parted 3 cables and ran ashore above the Arroyo de Maldonado. Doubts are entertained of her being got off.

French barque "Saint Martin," with a cargo of wine and 72 passengers on board (having arrived from Passages on the 13th) parted her cables and drove on shore of the Arroyo de Medrano. The passengers were safely landed there and have since arrived in this city. Doubts are entertained of her being got off.

National brig "Constante," drove from her anchors on the night of the 17th and ran ashore off Quilmes. It is thought she will not be got off.

The French barque "Accoeur," dragged her anchors on the 17th and reached the outermost ledge of rocks on the shore. When the tide receded she was left high and dry on the sand, but got off again at midnight on the 18th without sustaining any damage.

The National brigantine "Suerte," having parted her cables ran up the river and took refuge at the Rama Negra, at the entrance of the Paraná. She has sustained no damage.

British—brig "John Robinson," lost 1 boat. Brigantine "Ravenswood," lost 1 boat. Schooner Bosphorus having been foul with the Spanish brig "Pablo," had her bulwarks stove in and her stays on the larboard side carried away, 1 boat smashed to pieces and lost her jibboom, a stream anchor and 70 fathoms of cable.

American—barque "Panchita" lost 1 anchor and 60 fathoms of chain cable. Barque "Argentina," lost her jibboom and larboard cat head in consequence of the barque "Oceanus" having drifted into her. The "Bessy Roberteon" subsequently dragged across her bows carrying away her fore foot and scratching several planks, besides taking off about 60 sheets of copper. Barque "Washington" dragged her anchors, and having thumped on the bank sprung a leak. On Tuesday evening had 4 feet water in the hold, which has however been subsequently got under.

French—ship "Lion" lost 1 boat and 1 anchor. Brig "L'Armenine" lost her mizentopmast, part of her bulwarks on the starboard side stove in, and her stern davits and tackle carried away.

Spanish—brig "Joaquin" lost a boat. Sobar "Tranito" lost a boat. Barque "Federico" lost a boat. Barque "Angelita," in contact with the "Ankober," lost her main-top-gallant yard, both studding sail-booms and sustained other damages. Brig "Pablo" 7 stanuchions broken and part of her bulwarks on the starboard side stove in, spritsail-yard, both top-sail-yards and jibboom carried away. Barque "Paquete de Buenos Ayres" lost her bowsprit and jibboom.

Sardinian—Barque "Hesperia" lost 1 anchor and a piece of chain cable.—Barque "Corebo

II" lost 1 anchor and 24 fathoms of chain cable.

Swedish—Brig "Cecilia" had her bulwarks from the main mast aft, on the larboard side, stove in, and lost 2 boats.

Danish—Brig "Ida & Emma," having been run foul of by the "Navigator," lost her foremast, bowsprit and 2 boats.

The Brazilian brig Mentor disappeared on the night of the 17th and has not since been heard of. It is supposed she sailed down the river.

THE DEATH OF SIR ROBERT PEEL.

The country has lost its greatest statesman, under circumstances the most melancholy and deplorable. In the noon-time of his fame, in the ripe vigour of his intellect, and while, to all outward appearance, he stood upon the calm hill top of a long and brilliant life, and looked complacently toward the serene evening of a day in which there was still much work that he could do, Sir Robert Peel has been snatched from his countrymen by a sudden and shocking death. His loss is regarded by millions as a national, and by many thousands as a private and personal calamity. It has administered a shock to the feelings of all classes of the people which will not speedily subside, and has read the world a deeply-impressive and most mournful lesson on the instability of human power and greatness, and on the transitory nature of all the blessings which men most enthusiastically prize, and most ardently struggle for. In the remembrance of his services and his fate we may well exclaim—

Could not the grave forget thee, and lay low
Some less majestic, less beloved head?
Those who weep not for Kings shall weep for thee,
And Freedom's heart grow heavy at thy loss.

It is too soon to attempt to do full justice to the genius and character of a man who played so great and often so thankless a part in the history of his country. But, notwithstanding all the animosities which some of his greatest measures excited during his useful and remarkable career—animosities which had by no means subsided when the rude hand of calamity deprived the nation of his warning voice and his directing hand—his contemporaries are not blind to the eminent virtues of his character, to the greatness and purity of his aims, and to the immense influence of his opinions and acts upon the present and future destinies of Great Britain. Even those who raised the loudest outcry against him for abandoning his party on more than one occasion, admit, now that his ear is deaf to popular censure as to popular applause, his personal integrity, and the greatness of the sacrifices which he made from a sense of imperative duty. Enmity sleeps in his untimely grave; and a halo of affectionate interest, which might not otherwise have surrounded his name, has gathered upon it, now that he has been so suddenly removed from the Senate which he swayed, and from the society which he adorned. Opinions will still differ upon the tendency of his measures—more especially of the last; and many politicians will not cease to condemn the statesman for his acts, though they may think more kindly of the man than if he had been still a gladiator in his old arena. All bitter feeling against the individual will be allayed;—for who can look down upon such a grave "without a compunctious throb" that he should ever have imputed base and unworthy motives to one so gifted, so sagacious, and so unfortunate?

We shall not attempt in this place to recapitulate the events of his career. They will be found amply recorded in another portion of our Journal. On all the great questions of his time, that of the currency alone excepted, Sir Robert Peel had the misfortune in early life to be implicated with a losing party before his judgment was matured. Hence, when placed in the high position of a minister, and swayed to one direction by party ties, and by the ghost of his own consistency; and to another by the unanswerable convictions of his extended experience, he encountered the obloquy of the friends he left, without receiving the gratitude of those of whose measures he became the supporter. But on those great occasions of his life—the passing of the act for the Emancipation of the Roman Catholics, and his complete conversion to the principles of Free-Trade, he avowed, in the most manly, open and honest manner, the change that had come over him, and the causes which had wrought it:—"I have," said he, in 1829, "for years attempted to maintain the exclusion of Roman Catholics from Parliament and the high offices of the state. I do not think it was an unnatural or an unreasonable struggle. I resign it in consequence of the conviction that it can no longer be advantageously maintained, from believing that there are not adequate materials or sufficient instruments for its efficacy and permanent continuance. I yield, therefore, to a moral necessity which I cannot control, being unwilling to push resistance to a point which might endanger the establishments that I wish to defend." On the question of the Corn-laws, while his career was painfully similar, his opinions underwent a more complete change. His conversion was, perhaps, more thorough, because it was more gradual; and when he yielded to adverse argument, the last impediment in the way of Free-Trade was removed. Moral conviction placed him under the moral necessity of acting as it dictated, and he obeyed its command at a greater sacrifice of friendship, and of all the ties that men are accustomed to hold dear, than was ever made by any other statesman of whom our history makes mention. Throughout his career he may be said to have acted the pre-eminently useful part of a breakwater against the sweeping storms of democratic change. The men who commenced the struggle for Catholic Emancipation and for the repeal of the Corn-laws were men before their time; and, had those great questions been carried without the opposition which they encountered, they might, perhaps, have been carried in vain, or carried only to be re-enacted. His resistance ripened public opinion and his own; and when both had simultaneously arrived at maturity, he yielded at the very moment when to yield was to conquer. His wise resistance until the point when resistance became foolish, and his wise concession when not too late to have conceded would have been perilous or fatal, enabled him to do for those great causes what their professed friends would never have done without his aid. Whilst his political opponents were too often mere men of theory, he was the man, not of theory, but of practice—a man who was sometimes upon a wrong track, but who always steadily kept marching towards a right one—a man who was always pressing forward, but never too hastily—and who never once, in any change of opinion, changed without long, patient, earnest, and honest consideration. No man knew better than Sir Robert Peel how vain, evanescent, and worthless a thing was the applause of the mob. Yet no man more ardently longed for applause than he did. But he looked far beyond the loud voices and the clapping hands of to-day. He looked, like "mighty Verulam," to foreign nations and to posterity, to confirm the verdict of his own time, if it should happen to be against him. As regards foreign nations, he was not absolutely gratified before he died. His was the name that represented alike the common-sense, the business-tact, and the enlightened statesmanship of England. Europe rang with his fame; and nations who never heard of his name or his exploits were familiar with his actions and respected England in his person. But this, however gratifying, was not sufficient to an intellect and an ambition like his. A fair page in his country's history was the dearest object of his life; and though we, his contemporaries, living amid the heat and dust of the conflicts in which he was engaged, are neither enabled nor entitled to speak for those who shall come after us, we do not run any great risk of committing an error when we assert, that those who, when time has shall write the full and impartial history of the first half of the nineteenth century in Great Britain, will find in civil life no purer or higher reputation to identify with it, than that of Sir Robert Peel.

A word upon his private virtues may be expected from us. Though apparently cold to those who did not know him, his heart was warm and affectionate. He was a kind friend, and an uncontaminated and liberal patron of merit, in whom never walk of intellectual eminence it was displayed. Misery never sued to him in vain; and his conduct towards a suffering artist—which startled the world with admiration when it was accidentally made known—was but one instance out of a thousand in which his generosity and kindliness of heart were exerted in behalf of the unfortunate and the struggling. A judicious patron of literature and the arts, an exemplary citizen, a wise statesman, an elegant scholar, and a good and humane man, unsullied in his life and morals—such, in few words, is the character of Sir Robert Peel. There are many bright names on the page of English history. There can be no doubt that his will appear among them, and that it will do no discredit to the glorious confraternity.

(Illustrated News.)

TRAITS OF CANINE SAGACITY AND DEVOTEDNESS.

"During those last days a Newfoundland dog, of prodigious strength and surpassing beauty, may have been seen traversing the streets of Havre. The gentleness of this animal has earned him the name of *Mouton*; and on his page of services is inscribed a memorable act of devotedness and fidelity to man. One day upon the Mole in Paris, he plunged into the water, and brought to shore a drowning youth, who by prompt and energetic means was restored to life.

"This dog belonged to Don Manuel de Sarratea, Minister of the Argentine Republic; and an express order from General Rosas has decided that *Mouton* should follow the corpse of his master; the noble animal, accordingly, was embarked in the *Ankober*.

"On coming on board, it was observed that he threw himself down at the door of the apartment, where the body of his master was deposited, although the presence of the body was a secret to all on board, except the captain and a few of Señor Sarratea's friends. When it was determined to delay the departure of the *Ankober* for 24 hours, it was with difficulty *Mouton* could be prevailed upon to quit the place, where he had stationed himself as sentry, so to speak.

"Nothing can equal the melancholy and sorrow of this dog, that scarcely consented to accept of food. No rational being could more expressively manifest its grief for the loss of a friend."

(Courrier du Havre.)

[For the information of our kind-hearted contemporary, and other sympathising friends of the disconsolate *Mouton*, we have the satisfaction of reporting his safe arrival at Buenos Ayres; and that he is snugly installed at the Quinta of Palermo, where his wants are attended to, and his fidelity generously rewarded, by the smiles and caresses of a fair and gentle mistress.—Ed. of the B. P.]

CALIFORNIA—For the satisfaction and benefit of those interested in the "gold regions," we condense the following items from the "Times," of the 4th July, on the authority of its Correspondent, under date San Francisco, May 1st:

"Business was recovering; and the apprehensions of a commercial crisis vanishing. Merchants were much cramped for money, but only one American House had suspended payments. Provisions of all kinds in brisk demand, and flour had been sold on the previous day at 11@ 30c. Prices were expected to advance. Mr. Waddington had contracted for all the flour to be ground in Chili for one year.

"In the month of April, 21 British vessels had arrived from different quarters. No glut of British goods; but much care recommended as to the selection of cargoes.

"The mining operations favourable. Rather better than two million dollars had been exported within ten days; and the annual estimate submitted to the Legislature was 30 million. From the large quantities of gold dust required as a circulating medium, it was difficult to procure any considerable amounts for exportation. A poll tax of 20 dollars per month, on foreign miners, had been sanctioned by the Californian Legislature.

"Efforts were being made to organise a local government; but the question of their admission into the Union was progressing very slowly. Of the social and domestic condition of the Californians, nothing at all is said. The principal intercourse seems to be with the settlements in the Pacific, Sydney, Hobart Town, Tahiti, New Zealand, the Sandwich Islands, &c, &c.

TERRIFIC EXPLOSION AT BENARES.

INTELLIGENCE has been received by the last Indian Mail from Bombay, of the 25th of May, of a most sad and fearful catastrophe that happened at Benares on the night of the 1st of May, at half-past 10 P.M.

It appears that a fleet of thirty-four boats, laden with military stores, consisting of 16 brass guns, 9000 rounds of shot and shell and other stores, and 3000 barrels of gunpowder had put to at Raj Ghaut (the principal ferry in the city;) one of the boats caught fire—nobody can tell how—and the powder exploded followed by the most terrible results.

Subsequent inquiries have shown that there must have been at least 400 men on board the fleet, of whom only 64 have been found. It is considered that there must have been upwards of 30 other boats alongside the magazine fleet, some with crewson board, and others empty. 116 dead bodies were dug out of the ruins and taken out of the water; and the limbs and shattered portions of human beings lay strewed far and wide. 52 wounded persons were sent to the city hospital, and scores of others had their slight contusions dressed on the spot, and were sent to their homes.

It will be impossible to calculate the precise loss of life, but the lowest estimate is 500. Vast numbers were blown to atoms and sink the river. The loss of property, also, is very considerable.

Two of the Delhi Princes, and the wife of Prince Mirza Bolakee, were crushed under the ruins, but the Prince himself escaped. Mrs. Small, the wife of the Baptist Missionary, was killed by the splinter of a door fracturing her skull, whilst looking out on the first alarm of fire.

The shock from the explosion broke many panes of glass in the houses in cantonments, fall three miles off, and inland from the river; the concussion was severely felt at Chunar, where the doors were blown open, although it is eighteen miles up the river; also, at Jamepore, thirty-six miles inland; and at Ghazeepore, forty miles down the river.

To describe the fearful effects of the two explosions, which occurred within a minute of each other, would require considerable space. Within a range of five hundred yards or more every way, almost every house was unroofed, or most seriously injured. The door and windows of every house, within a mile and more were blown in. The Rev. Mr. Small's house, though completely screened from the action of the explosion by the high bank and buildings, had every door dashed to pieces by the concussion, every article of furniture destroyed, and the plaster torn off the walls. Many persons were killed at some distance. Two young officers, who had called in at the hotel to take some refreshment, neglected the caution given to escape when the first boat took fire, and were blown through the gaps in the falling walls to a great distance; one escaping unhurt, the other receiving several severe wounds from the splinters of the doors and furniture. Most of the servants were killed or wounded. The hotel-keeper had just time to get clear of the walls when the powder exploded. The conductor in charge escaped; as also a river merchant; but his wife and another European were killed. All the guns and most of the shot have been recovered, but the loss of property is very great. It has become a matter of speculation whether Government will come forward to indemnify the losers. The hotel cost more than £1500, and was valued at double that amount, exclusive of fittings and furniture. It had just been opened to the public. The entire loss of houses and property on shore is set down at £30,000, but it is probably less.

The extraordinary carelessness which led to the explosion, and the madness and miserable economy of conveying powder and valuable stores in thatched country boats, cannot be too strongly condemned.

(Illustrated News.)

MARINE LIST.

PORT of BUENOS AYRES

September 14.—Wind N., at 4 p.m. changed to N. W., fresh rain.

Arrived, Danish brigantine Gramm, 127½ tons, Bandk, from Pernambuco 26 days, to Freyer, Brothers, with 1000 barrels sugar.

American brig Thomas Trowbridge, 199 tons, W. G. Carrier, from New York 11th July, to Zimmermann, Frasier & Co., with 134 bales hay, 100 bags oats, 120 fanegas bran, 110 empty pipes, a quantity of lumber for stabling, 300 doubloons.

British brigantine Ravenswood, 150 tons, Meicle, from Glasgow 4th July, to Duguid, Barton & Co., with 500 iron pots, 85 tons coal, 400 packages powder, 20 crates earthenware, 752 braziers, 100 stoves, 2 casks and 32 bundles grid irons, 44 boxes and 12 bales cottons, 6 bales carpetting, 2 bales and 46 boxes merchandize, 30 bars and 10 sheets iron, 12 joists, 8 boilers.

Spanish barque Mercedes, 235 tons, Juan Oliver, from Barcelona 7th, Malaga 20th July, to Llavallol & Sons, with 255 pipes, 30 half pipes, 50 quarter casks and 15 barrels wine, 3 half pipes vinegar, 30 pipes brandy, 10 mill stones, 100 pieces cordage, 580 jars oil, 1480 strings garlic, 80 bales brown paper, 120 dozen brooms, 60 palm leaf hats, 24 dozen wicker baskets, 293 jars olives, 80 loads earthenware, 10 boxes almond oil, 1 do. silks, 41 barrels red pepper, 3 boxes leuches.

September 15.—Wind S. E., during the night E., brisk gale.

Arrived, Prussian barque Carl Friedrich, 365 tons, C. J. Wuserow, from Memel 24th June, to Bunge, Bornefeld & Co., with 463 joists, 881 planks, 8897 pine boards, 7000 bricks.

Spanish barque Federico, 288 tons, Mariano Mora, from Cadiz 10th July, to Santamaria, Llambi & Cambaceres, with 123 lasts salt, 5 boxes books, 2 do. silks, 50 do. vermicelli, 100 bales matting, 2 boxes guitars, 77 kegs and 99 half do. liquors, 4 quartar casks wine.

Passengers—7.

American barque Panchita, 233 tons, Petersen, from New York 6th July, to Henry J. Ropes, with 650 doubloons, 100 boxes tea, 50 do. tobacco, 100 do. matches, 60 do. plumeros, 25 nests tubs, 125 bundles spades, 50 do. brooms, 9 boxes varnish, 100 bundles oakum, 9178 feet lumber, 200 barrels rice, 19 boxes type, 4 nests boxes, 1 keg ink, 6 boxes and 1 package merchandize.

British schooner Bosphorus, 216 tons, John Gibson, from Liverpool 15th July, to Turner & Co., with 50 crates earthenware, 170 barrels tar, 3 boxes chairs, 1 bale twine, 4 iron safes, 10 blocks asphaltum, 48 barrow wheels, 93 iron pots, 15 tons coal, 2587 bars, 444 bundles, 3 screws and 3 wheels iron, 24 wooden doors, 379 boxes, 243 bales, 77 packages and 61 casks merchandise, 24 casks hardware.

Passengers—Messrs. Charles Atkinson and Brittain.

British barque Chorister, 276 tons, Thomas Richards, from Cadiz 1st July, to Hughes Brothers, with 177 lasts salt, 3 boxes silks, 2 do specie.

Brazilian brig California, 182 tons, Juan M Olivera, from Parnagua 4th inst., to José Marquez Sousa.

September 16.—Wind E., brisk gale, rain.

No arrivals or sailings.

September 17.—Wind E. by N., strong gale with rain, at 4 p.m. changed to N. E., at 8 to N. W.

No arrivals or sailings.

September 18.—Wind W., fresh.

Sailed, National schooner Louisa, for Parnagua.

September 19.—Wind W. N. W., in the afternoon changed to N. E.

Sailed, National brig "San Pio," 130 tons, A. Priario, for Rio Janeiro, despatched by E. Ochse

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.			
Jan.	11 Barque Orient, Thomas Meinertz	230	Saturnino Soriano	
Aug	16 Galliot Anna	114	J. N. Bieber & Co.	Antwerp.
Sept.	11 Brigantine Suerte, Juan B. Vallaro	124	Ocampo and Risso	
	BRITISH			
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
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	235	Edward Lumb and Co.	London.
"	22 Schooner Sappho, Joseph Easton	137	R. and J. Carlisle and Co.	Liverpool.
"	24 Brig John Robinson, William Barrass	248	James McDonell	
"	26 Barque Leopard, George Sbire	300	Samuel Hesse	
"	26 Brig Hyperion, William Scott	241	John Galt Smith & Co.	
Sept.	13 Schooner Nora, Cloid	150	Bayley Brothers	
"	13 Brig Frisk, George Whiteway	181	Twyford and Co.	
"	14 Brigantine Ravenswood, Meicle	150	Duguid, Barton & Co.	
"	15 Schooner Bosphorus, John Gibson	216	Turner and Co.	
"	15 Barque Chorister, Thomas Richards	276	Hughes Brothers	
	AMERICAN.			
July	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	298	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.
"	2 Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes and Co.	New York
"	14 Brig Thomas Trowbridge, W. G. Carrier	199	Zimmermann, Frazier & Co.	
"	15 Barque Panchita, Petersen	233	Henry J. Ropes	Do.
	FRENCH.			
July	13 Ship Lion, L. J. Bonnet	359	Vivar and Billinghurst	Havre.
Aug.	6 Barque Accelere, J. B. Luis	214	J. B. Vignal	Antwerp.
"	19 Barque Casimir, Dumanoir	227	Dunoyer & Co.	Havre.
"	21 Ship Sirene, Audon	270	Manuel Lopes & Co.	
Sept.	13 Barque Moliere, Delamare	336	Llavallol and Sons	Havre.
"	13 Ship L'Armentine, Federico A. Estebé	213	C. Desarnaud	
	SPANISH.			
June	9 Barque Joven Mariana, Bartolomé 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 Angelita, 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, Mariano Gorordo	259	Francisco Berdier	Havana.
"	9 Zumaca Victorina, Miguel Vivas	201	E. Ochoa & Co	
"	18 Brig Delicia, Julia	150	E. Ochoa and Co.	Havana
"	23 Polacre Primera Tigre	139	E. Ochoa & Co.	Do.
"	24 Polacre Dorotea, Antonio Pages	208	Enrique Ochoa & Co	
"	30 Brig Henrique, Juan Barceló	161	Zumaran & Tresserra	
Sept.	9 Brigantine Transito, Juan Artan	125	E. Ochoa and Co.	
"	12 Brig Matilde, Pablo Ferrer	134	Narciso Martinez and Sons	
"	12 Polacre Mensagera, Jaime Millet	137	Llavallol and Sons	
"	13 Brig Joaquin, Gerardo Orta	248	E. Ochoa and Co.	
"	13 Barque Constancia, Pedro Sosvilla		Saturnino Soriano	
"	14 Barque Mercedes, Juan Oliver	235	Llavallol and Sons	
"	15 Barque Federico, Mariano Mora	288	Santa Maria, Llambi & Cambaceres	
	SARDINIAN.			
May	17 Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile	Genoa.
July	10 Brig Angelo, Ercole Casanova	204	Adolfo Mancilla and Co.	
"	13 Barque Hesperia, Lorenzo Canevaro	282	Bartolomé Viale	Genoa.
"	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	13 Brig Cascudo, J. Antonio Maya	227	Antonio Marques Mendoza	
Aug.	9 Brig Careijoo, José Pereyra de Araujo	245	Adolfo Mancilla, and Co.	Brazil.
"	25 Schooner Bella Jovita, José Maria Pereyra	122	P. Huergo	
Sept.	3 Brig Sem Igual, Joaquin Gonsalez Lages	364	Antonio Romaguera	
"	12 Brig Pereira, José Antonio P. Alvarez	166	To order	
"	13 Brig Simpatia, Candido J. F. Goulart	144	Narciso Martinez & Sons	
"	13 Polacre Condor, C. Nuñez Oliveira	188	Wedekind & Co.	
	ORIENTAL.			
Aug.	[8] Brig Tigre, H. Ydoyaga	200	Thomas Rousse	
	PRUSSIAN.			
Sept.	12 Brig Graf von Arnim, Kruser	305	Zimmermann, Frazier & Co.	
"	15 Barque Carl Friedrich, C. J. Woserow	365	Bunge, Bornefeld & Co.	
	PORTUGUESE.			
Aug.	13 Barque Amazonas, Nicolas Repeto	200	José Coelho Meyrelles	Brazil.
	SWEDISH.			
Sept.	4 Brig Cecilia, Launsberg		Llavallol & Sons	
	DANISH.			
July	13 Brigantine Christine Maria, Gronsund	181	Charles R. Horne	Hamburg.
"	17 Brig Johann Christoph, Jorjan	300	Otto, Rosenthal & Co.	Falmouth.
Aug.	9 Brig Ida & Emma, E. Diedrichsen	155	Charles R. Horne	California.
Sep.	14 Brigantine Gramm, Bandk	127	Freyer Brothers	
	BELGIAN.			
Sept.	5 Brig Budget, Brarens	141	Diego Calvo & Sons	
	HANOVERIAN.			
Sept.	3 Galliot Elise, Mathias Olthaus	120	J. N. Bieber & Co.	Do.

FOREIGN VESSELS OF WAR IN PORT.

NONE.

& Co.' with 2754 quintals jerked beef, 50 dry ox & cow hides, 4 barrels tongues.

Danish brig Sophie, 208 tons, C. Iversen, for Queenstown or Falmonth, despatched by Bunge, Bornefeld & Co., with 717 salted & 9275 dry ox & cow hdies.

Sardinian schooner Ninfa, 122 tons, José Barboro for Buceo, despatched by Ocampo & Risso, with a general cargo.

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

The British brigantine Propontis, 255 tons, Thomas Barnes master, which sailed hence on the 20th March, for the Salado, cleared at the Custom House, on the 16th inst., for England despatched by Nuttall & Co., with 81 pipes tallow, 7686 salted ox and cow hides, 13,848 horns, 12500 bones.

The Brazilian brig Venus, 155 tons, Luis A. Rodriguez, master, which sailed hence on the 27th July, for Salado, cleared at the Custom House on the 19th inst., for Brazil despatched by Antonio F. Ramos, with 50 dry ox and cow hides, 2,500 quintals jerked beef.

The following are the manifests of the undermentioned vessels—

"L'Armentine"—9,900 shingles, 160 boxes turpentine, 167,647 feet pine lumber.

"Matilde"—90 boxes, 1 hogshead and 650 rolls tobacco, 571 barrels sugar, 65 pipes brandy, 1 bell, 100 bags fariña, 100 do. rice, 1 box wax, 14 bags coffee, 4 boxes empty bottles, 1 box snuff, 1 barrel cheese, 3 do. pickles, 1 box earthenware, 3 tables, 8 chairs, 13 boxes clothes,

"Simpatia"—636 barrels sugar, 1044 rolls tobacco, 41 bags and 30 barrels coffee, 10 barrels pork.

"Condor"—688 barrels sugar, 100 do. fariña, 107 bags rice, 59 boxes and 11 barrels sweetmeats, 544 rolls tobacco, 53 bags coffee, 25 barrels plaster paris.

"Pereyra" —894 tercios and half do. yerba, 10 bags rice.

The French barque "Sultan" and Hanoverian galliot Anna Rebecca having been sold are now under the national flag. The Sultan is now called the Orient and the Anna Rebecca the Ana.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
Sept. 5,	Parana,	S. E.,	4 a.m.
" 6,	Gauntlet,	S. E.,	noon.
" 8,	General Garibaldi,	N.W.,	11 a.m.
" "	Clemanthe,	N.E.,	9 p.m.
" 11,	Wilhelmine,	N.N.E.,	11 p.m.
" 12,	Mary Q. of Scots,	N. by E.,	10 a.m.
" "	Ann Hood,	"	9 p.m.
" 13,	Charles S. Olden,	N.E.,	2 a.m.

Vessels on the berth at Liverpool the 14th July.
Minalto, Isabella, Lady Mona, Creole, Commodore, Mercutio & Norman.

SHIPPING MEMORANDA
ARRIVED AT LIVERPOOL.

July 9, Rosalie, Williams, from the Salado.
" 14, Balkan, Sloman, hence 6th May.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 20th inst.

National	3
British	16
American	12
French	6
Spanish	20
Sardinian	6
Brazilian	7
Oriental	1
Belgian	1
Dutch	1
Danish	4
Portuguese	1
Prussian	2
Swedish	1
Hanoverian	1
	82

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	67
Sunday	64
Monday	57
Tuesday	57
Wednesday	53
Thursday	58
Friday	58

Advertisements.

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 NEW YORK.

The very fast-sailing, coppered and copperfastened first class American barque

Panchita,

213 tons register,
Peterson, master.

Is under contract to sail within a limited time, and has only room for a small part of her cargo on freight.

She has excellent accommodations for passengers.

For terms of freight or passage apply to the Consignee Henry J. Ropes, Esq., or to
Charles R. Horne,
Licenced Ship Broker,
No. 55, Calle la Reconquista.

Sept. 20, 1850

FOR GREAT BRITAIN.

Calling at Queenstown or Falmouth for orders.
Passage Only.
The very fast sailing A. 1. British barque

Jupiter,

204 register tons,
Peter Baillie, master.

Is now advanced in her loading and being a chartered vessel will be despatched quickly.

She has superior accommodations for passengers, with every convenience which can be had on ship board; and presents an eligible conveyance for Ladies, in particular, Mrs. Baillie being on board, who will contribute to their comfort.

For further particulars please apply to the Consignees Messrs. Briscoe & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

Sept. 20, 1850.

SALE BY AUCTION,

BY THOMAS GOWLAND,

On Wednesday 25th inst., will be sold at public auction, by order of H. M's. Consul, in a single lot.

The British schooner "JANE," of St. Ives, of 143 tons, A. 1., coppered and copper-fastened, with all her apparel and appurtenances in the state in which she now lies on the beach below the Governor's Quinta.

The Inventory can be seen at the Auctioneer's, 146 Calle Defensa.

Sale will take place at 12 o'clock, on the Alameda, opposite Mr. Fleming's store.

At the same time
Several provisions, &c.

SALE BY AUCTION,

BY THOMAS GOWLAND,

On Monday 23rd inst., at 11 o'clock, will be sold by auction, at the Barraca Calle Mexico, No. 136, corner of Calle Chacabuco, 2 patent spring Britskas, lately imported from London, very light, strong and handsome, with patent axles, spring rollers, side blinds and glasses, so that they can be used for a close or open carriage.

Wanted, by a person lately arrived in this country, Employment, in a Mercantilhe ouse or, store. Enquiry to be made either at Comercial Rooms or at No. 55 Calle la Reconquista.

Just arrived and for sale at W. & R. Colton's store, Calle Mayo, No. 46, a few dozens soda water.

FOREIGN AMATEUR RACING SOCIETY.

With competent Permission of the Government Authorities.

SPRING MEETING.

Thursday, October 17, 1850.

ONE O'CLOCK.

"The Champagne Stakes," value $1000, added to a handicap Sweepstakes of $100 each, h. ft. for horses bona fide the property of, and to be ridden by Foreign Gentlemen subscribing to these races. Three horses to start, or the $1000 will not be given. The winner to give one dozen of Champagne to the Committee and Stewards. Once round and a distance.

A QUATER BEFORE TWO O'CLOCK.

"The half round Stakes" value $800, added to a Sweepstakes of $100 each, h. ft. [The winner of any previous half round race to carry 7lbs. extra] for horses bona fide the property of, and to be ridden by Foreign Gentlemen, subscribing to these races. Three horses to start or the $800 will not be given. Weight 11 stone, half round.

HALF PAST TWO O'CLOCK.

"The Spring Cup" value $1500, added to a handicap Sweepstakes of $100 each, h. ft. for horses bona fide the property of, and to be ridden by Foreign Gentlemen subscribing to these races. Once round and a distance.

HALF PAST THREE O'CLOCK.

"The Derby" value $1500, added to a Sweepstakes of $100 each, h. ft. for horses that never ran at any previous Meeting, to be bona fide the property of, and to be ridden by Foreign Gentlemen, subscribing to these races. Three horses to start or the $1500 will not be given. Weight 11 stone. The second horse to save his stake. Once round and a distance.

A QUARTER PAST FOUR O'CLOCK.

"The Argentine Stakes," value $1200, added to a Sweepstakes of $100 each, p.p. Open to all horses entered by subscribers to these Races, but to be ridden by Foreigners. The last horse to pay the second horse's stake, and the winner to give $150 towards expenses—Weight 11 stone. Winners at any previous meeting or meetings to carry if once 5lbs. if twice 10lbs. and if thrice or more times 14lbs. extra, and the winner of the Champagne Stakes or spring Cup to carry 5lbs. extra weight to be accumulative. Once round and a distance.

FIVE O'CLOCK.

"The selling Stakes," value $1000, added to a Sweepstakes of $80 each—$50 forfeit for horses bona fide the property of, and to be ridden by Foreign Gentlemen subscribing to these races. The winner to be put up by the Judge immediately after the race at $1500, if demanded, and sold to the highest bidder. Weight 11 stone. If entered to be sold for $1200—allowed 5lbs. if for $1000—allowed 7lbs. if for $800—allowed 10 lbs. and if for $500—allowed 14lbs. Any surplus realized by the sale more than the sum specified to go to the race fund. Once round and a distance.

HALF PAST FIVE O'CLOCK.

"The Helter Skelter Stakes," Value $500, added to a Sweepstakes of $50 each, p.p. for the beaten horses of the day. The horses to be entered immediately after the last race. Gentlemen Riders. Catch weights. Once round.

All Entries of horses for these Races must be made in writing by the responsible owner or namer, stating the colors, marks and names of the Horses, (the colors to be stated in Spanish and English, if possible) the previous names of the Horses, should they have been changed, and the colors of the Jockies.

The same to be sent in to the Clerk of the Course [Calle San Martin, No. 96] on or before Thursday the 3d of October.

Handicaps will be declared on Tuesday the 8th October.

Forfeits must be declared on or before Saturday 12th October.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig "ELIZA ROBSON," 286 tons, H. Taylor, Commander, A. 1. at Lloyd's, and only 3 years old has all her cargo engaged and will be despatched shortly, she has most superior cabin and can accommodate passengers in a first rate style.

Consignee W. H. Henzell, Esq.

British barque "IPSWICH," 235 tons, P. Asplet, commander, is well known as a regular trader, A. 1. or 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 schooner "S A P P H O," 137 tons, J. Easton, Commander, A. 1. at Lloyd's, well-known as one of the finest and fastest little crafts afloat, has two-thirds of her cargo engaged and shipping, is a remarkably small carrier, and will load a great portion of her cargo in the inner roads, offers a superior opportunity to shippers of cargo, as also to persons about going to Europe, having splendid accommodations.

Consigness Messrs. R. & J. Carlisle & Co.

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.

Argentine barque "ORIENT," 227 tons, Meynerts, commander, is chartered to sail for the above destination and has only disengaged room for passengers.

Consignees Messrs. J. N. Bieber & Co.

For Havre de Grace.

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.

French barque "MOLIERE," 336 tons, Delamare, commander. Is one of the line of Packets between this and Havre, has positively engaged all her heavy freight and has still room for a few tons of light freight, This vessel offers a most desirable opportunity to shippers and passengers, being now only on her first voyage, and provided with all the necessaries required for the latter.

Consignees Messrs. J. 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.

Swedish brig "Cecilia," 380 tons, J. Sjunberg, commander, has already engaged three fourths of her cargo and has still disengaged room for from 4 to 5000 dry hides and about 1500 salted hides which will be taken on moderate terms.

Consignees Messrs. Llavallol & Sons.

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.

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.

Hanoverian Galliot "Elise," 120 tons, M. Olthaus, Commander, A. 1. at Lloyd's, has all her cargo contracted for, and is warranted to have quick despatch, has only disengaged room for passengers.

Consignee Messrs. J. N. Bieber & Co.

For Freight or Charter.

British barque "LEOPARD," George Sbire, 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.

Danish brigantine "GRAMM," 132 tons, J. P. Brandt, A. 1. at Lloyd's, is a very superior little vessel offers a most superior opportunity both for goods and passengers.

Consignees Messrs. Freyer Brothers.

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. 21, 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.

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.

For Sale,

The Quinta, No. 304 and 306 Calle San Martin; has 6 rooms and a kitchen, privy and two wells; a large quantity of the best fruit trees of different kinds, and 28 yards of grape vine. It has 29 yards front and 70 yards depth. For further particulars apply at No. 239, Calle Peru.

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 ANTWERP.

The superior new A. 1. Prussian barque

Carl Friedrich,

291 tons, Capt. J. C. WOSEROW,

Will be ready to receive cargo within a few days, and is guaranteed to have quick despatch, she has the greater portion of her cargo engaged and only room for 3000 dry hides more. Her accommodations for passengers are very superior.

Consignees Messrs. Bunge, Bornefeld & Co.

FOR ANTWERP.

The beautifull little Belgian brig BUDGET, A.1. of 141 tons register, Capt. J. C. Brarens will be ready to take in, within a few days, and will have very quick dispatch. She has disengaged room but for a few thousand dry hides. She has most superior accommodations for passengers to whom the Captain offers a liberal treatment.

Consignees Messrs. D. Calvo & Sons.

For Rio Janeiro.

The well known regular trading Brazilian Polacre

"Condor,"

of 188 tons, Capt. W. H. Dingee,

Has two thirds of her cargo engaged and only room for 1000 quintals beef, or its equivalent at moderate terms. Her accommodations for Passengers are very superior.

Consignees Messrs. Wedekind & 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.

Cousignees 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 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.

AVIS.

Les soussignés ont l'honneur de porter á la connaissance de Messieurs les Commerçants de Buenos Ayres, ainsi que des Marins, et personnes ayant á voyager sur mer, qu'ils ont formé á la Quinta de Mr. Whitfield, prés de la Recoleta, un etablissement pour la preparation de conserves alimentaires d'aprés le procedé de Mr. Appert, le seul adopté et suivi en France.

Le rapport entierement favorable donné par la commission nommée par M. L'Amiral Le Prédour, á l'effet de constater de la bonne preparation et conservation de ces produits, fait esperer aux soussignés que les personnes qui s'en approvisionnerront n'auront qu'a s'en louer.

Les principaux articles sont, bœuf bouilli, bœuf en daube, bouillons consommés, jus et glace de viande, mouton, langues de bœuf, cervelles, rognons, lait, &a., aussi que le gibier, légumes, et fruits de la saison.

Pour les envois a l'etranger on pourra s'addresser, soit au susdit etablissement, Quinta de Whitfield, soit á Messrs. Daniel Gowland et Co., Plaza de la Victoria. Le poid des boites varie depuis 1 livre jusqu'a 40 livres et les prix sont aussi moderes que possiblen. On trouvera constamment au magazin naval de Messieurs Mahan et Hansen, Paseo Julio, un assortiment complet des differents produits.

Buenos Ayres, 13 Septembre, 1850.

COSSON & Co.

Notice.

The undersigned have the honour of making known to the Merchants of Buenos Ayres, as well as to Mariners, and others about to undertake sea voyages, that they have formed an establishment for preserving provisions in air-tight cannisters according to the principle of M. Appert, now universally acknowledged in France as the most perfect.

The flattering report given by a Committee appointed by Admiral Le Prédour for the express purpose of testing the preparation and preservation of these provisions, leads the undersigned to expect that parties supplying themselves therewith will not be disappointed.

The principal articles prepared, are boiled beef, beef a la mode, rich broth; gravy soup; tongues and brains; milk, and "glace de viande" or portable soup. Also, game, vegetables, and fruit in season.

Parties wishing to make up an invoice can be supplied on application at the establishment, Mr. Whitfield's Quinta, near the Recolete, or by leaving an order at the counting house of Messrs. Daniel Gowland & Co., Plaza de la Victoria. The cannisters weigh from 1lb. to 40lb., and the prices are as moderate as possible. An assortment of the various articles is always kept on hand at the store of Messrs. Mahan & Hansen, in the Paseo Julio, near the landing place.

Buenos Ayres, September 13, 1850.

COSSON & Co.

☞ TOTAL ABSTINENCE AND BENEFICIAL SOCIETY. ☜

The Quarterly Meeting of the Members of the Reading Room connected with this Society will be held on Tuesday evening 24th inst., at 8 o'clock, when the periodicals on hand will be sold.

Buenos Ayres, Sept. 21, 1850.

W. WHITE, Secretary.

Notice.

Single gentlemen can be accommodated with 2 or 3 rooms furnished, in an English family, with board if necessary, at No. 14 Calle Belgrano, one door from the Custom House.

To Let,

The house No. 241, Calle Peru, comprising 4 large rooms with boarded floors, well, kitchen, &c. Apply on the premises.

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. Otte, 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.

Wants a Situation as mayordomo in an Estancia, a person who has been accustomed to the country for many years; references of the highest respectability can be given if required, apply at No 55 Calle Piedad.

The Undersigned Trustees for the Estate of the late Mr. Robert Barbour hereby give notice.

That from the 5th of March of the present year, the business has continued to be carried on by and for account of Wilson, Bell & Co., who are fully authorized to settle all claims in favor or against the Estate.

Buenos Aytes, September 10th, 1850.

Robert McClymont.
Robert Kerr.

Notice.

The undersigned having been favoured by the munificence of His Excellency the Governor and Captain General of the Province, Brigadier Don Juan Manuel de Rosas, with his supreme licence to re-establish the Auctioneer's business carried on formerly in this city, by the late citizen Mr. Robert Billinghurst, (father of Mr. M. D. Billinghurst) and to continue the same under the firm of Vivar & Billinghurst, have the honour to advise their friends and the commercial community in general that they will henceforward transact business at No. 26 Calle Santa Rosa.

Buenos Ayres, Sept. 18, 1850.

Mariano Daniel Billinghurst.
Mariano Vivar.

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——	—	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.all
" 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——	—	á	—	
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	á	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	á	27½	rs.all
Do. dirty ——		none.		

MONEY MARKET.

EXCHANGE, England, in currency, 3 9-16d. per dol.
Do. do. in specie 70s. per oz.
Do. France, do. do. 88f. per oz.
" Montevideo par
" Rio Janeiro, 1½ á 2 per cent prem.
" United States 7 per cent. discount

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

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

BULLION—Spanish doubloons....	239	á	240
" Patriot doubloons	235	á	235½
" Do. Dollars			14½
" Spanish do. & Patacones		á	15
" Plata Macuquina.....		á	13

The highest price of Spanish doubloons during the week 248

The lowest 239

The highest price of Patriot doubloons during the week 246

The lowest 234½

Permits for shipping specie, prem. per cent.

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. 44 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	1 ct. &5 p. ct.p.lb.	1 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.