

BRITISH PACIFIC

AND ARGENTINE NEWS.

(No. 1256.)

BUENOS AYRES, SATURDAY, SEPTEMBER 28, 1856.

[Established in 1826.]

BUENOS AYRES.

There is news from England to the 22d of July; nothing of general interest had occurred in the United Kingdom since the date of our last advices. Robert Peel, who made the dastardly attack on the Queen, was sentenced to seven years' transportation. At a recent meeting of the electors of Tamworth, Sir Robert Peel, the eldest son of the late lamented statesman, had been nominated a candidate for the next election to represent that borough in Parliament; they aver they will do everything to promote his return, without subjecting him to the inconvenience of a personal canvass or of attending at the meetings. The British Government had demanded that of the United States the removal of the hull of the American steamer *Missouri*, which took fire and sank some time ago in the harbour of Gibraltar; it expressed indignation at the injuries which it consequed shipping. It is calculated that the removal will cost from £20,000 to £30,000.

France. The National Assembly at the sitting of the 16th July resolved to give notice on the 11th of August to the 11th of November. A committee of 25 members would be elected on the 22d, whose duty it would be, in conjunction with the bureau, to convene the assembly in case of emergency. Mr. Baunemann, editor of the *Power*, had been fined 5000 francs for libellous publications against the Assembly. Another intended attempt on the life of Louis Napoleon is thus mentioned in *Wilmor and Smith's European Times*—

"A young lad, seventeen years of age, named George Alfred Walker, a Frenchman, was taken into custody on Friday close to the door of the Elysee, for having declared his intention of assassinating the President of the Republic. Walker had been watching an opportunity of effecting his purpose; but by some chance always failed. He had never seen the President, and on Friday, after having waited at the door of the Elysee for a long time, though the President had passed close to him, it was not alluded that by his hand Louis Napoleon should fall. He gave himself up to the police and fully avowed his design. On searching him a pistol loaded and primed was found on him. It is generally admitted that Walker is a person of weak intellect. He is to be confined in a madhouse. His father has died since the arrest of his son."

The formation of a camp at Versailles had been finally resolved on. It is to be first occupied by 12,000 or 16,000 men of the division of General Gullibier, and successively, it is said, by all the troops forming the active army of Paris.

Spain. The cabinet of Madrid had resolved that foreign consuls in the Spanish colonies shall in future be recognised as simple commercial agents, and have no political powers conceded to them. A *Cadiz Journal* mentions that the following vessels were being built, or about to be laid on the stocks, at that port, viz. a ship of 80 guns, another of 80, a frigate of 50, a corvette of 30, a brig, 3 schooners, 4 steamers of 500 horse power, 4 of 350 and 1 of 200; and orders had been sent to England by the Spanish government for the construction of 3 other steamers of 500 horse power. The above measures are, it is supposed, intended to prevent any future attempts at raising an insurrection in Cuba.

Naples. The marriage of Count Monteleone to the sister of the King of Naples took place on the 10th of July at the Royal palace of Caserta. The Spanish Ambassador, who

in compliance with the instructions of his government, had previously protested against the marriage, sailed for Spain the same day. The nuptials were solemnized privately, none of the representatives of foreign powers having been invited.

Portugal. In regard to the claims made by the United States government on that of Portugal, the *Libao* correspondent of the *Daily News*, under date July 8, says—

"The American claims have much puzzled the government, and have caused great uneasiness to trade. Many councils of state have been convened, and besides the councillors some other authorities were called. Ministers have been questioned in the chambers on the subject; in the papers by Count de Lavradio, who being an intricate enemy of the ministry, assailed them. The minister declined to enter into explanations, not to injure the pending negotiations, but vigorously repelled the attacks, and asked him, in having at times formed part of the cabinet, he had heard of them? The Duke of Palmela and Saldanha, both having at times formed part of several administrations, resolutely declared that such claims had been dormant. The government, after having maturely consulted the corps diplomatic and others proper to give advice on such a case for the good of peace, and without entering in the details of the more or less, or in justice of some of the claims, agreed to them, except that of the privateer, it having reference to a third power. The government enters. I am told, into some very judicious opinions, in their reply; the two American ships of war are to sail with the answer in a couple of days; the British squadron, Commander Martin, is to depart on the same day to Gibraltar for provisions, and will be back in a few days."

Austria. Accounts from Vienna of the 9th of July state that General Haynau had been suddenly deprived of all his powers, and dismissed from his military command, for disobedience to the orders of the Emperor. *The Times* correspondent in that city in a letter dated the 14th, says: "Lord Palmerston's declaration in parliament and the vote of confidence in the policy of ministers, have already produced the result which might have been anticipated. At a cabinet council it has been resolved that in the proposed colonization of Hungary, Englishmen shall be excluded until the British government shall satisfactorily explain its pretensions, in regard to British subjects established in Austria."

DENMARK AND THE DUCHIES. Want of space prevents us from giving at full in the present number the treaty of peace between Denmark and Prussia. As regards the former Kingdom, and the Duchies, affairs still wear a hostile aspect. The ports of Schleswig and Holstein are blockaded by the Danish naval forces, which preparations are being made for the forcible occupation of the Duchy of Schleswig; an encounter was hourly expected. In the meantime, a Russian squadron of eight ships of the line and other smaller vessels, with 7000 men on board, was at anchor near the Island of Moon.

Rome. The *Corriere di Roma*, the official organ of the Pope's Government, has given a flat contradiction to an assertion made by Lord Palmerston in the course of his celebrated speech on the policy of his administration, to the effect that Lord Minto had, in 1848, been sold, cited by his Holiness, to proceed to Rome in consequence of the difficulties by which he was beset from his connection with the liberals.

Brazil and Rio de la Plata have just been published for the guidance of the commanders and Admiralty agents of the vessels—

The service is to commence on the 9th of January, 1857, on which day the first steamer will depart, from Southampton, as the pioneer of the line. The mails are to be made up and despatched monthly.

We submit the particulars of the route to be pursued, together with the stoppages and duration of voyage to each place above—

From	To	Days	Days	Days
Southampton	Lisbon	9	9	9
Lisbon	Bahia	9	9	9
Bahia	Rio de Janeiro	9	9	9
Rio de Janeiro	Sao Paulo	9	9	9
Sao Paulo	Montevideo	9	9	9
Montevideo	Buenos Ayres	9	9	9
Buenos Ayres	Valparaiso	9	9	9
Valparaiso	Santiago	9	9	9
Santiago	Chiloe	9	9	9
Chiloe	Magellan	9	9	9
Magellan	London	9	9	9

Days	Days	Days	Days	Days	Days	Days
10	10	10	10	10	10	10
11	11	11	11	11	11	11
12	12	12	12	12	12	12
13	13	13	13	13	13	13
14	14	14	14	14	14	14
15	15	15	15	15	15	15
16	16	16	16	16	16	16
17	17	17	17	17	17	17
18	18	18	18	18	18	18

The packet will remain 9 days 22 hours at Rio de Janeiro, that time being allowed for preparing repulse. The homeward course will embrace calls at the same ports, and including all stoppages, will be 29 days 28 hours, making the course of port to Rio de Janeiro 10 days 10 hours.

The homeward packets will be due at Southampton on the 12th of every month.

Mails for Rio de la Plata will be transferred at Rio de Janeiro to a small steamer specially provided, which will convey them as follows—

From	To	Days	Days	Days	Days	Days
Rio de Janeiro	Sao Paulo	10	10	10	10	10
Sao Paulo	Montevideo	10	10	10	10	10
Montevideo	Buenos Ayres	10	10	10	10	10
Buenos Ayres	Valparaiso	10	10	10	10	10
Valparaiso	Santiago	10	10	10	10	10
Santiago	Chiloe	10	10	10	10	10
Chiloe	Magellan	10	10	10	10	10
Magellan	London	10	10	10	10	10

At Buenos Ayres 124 days will be allowed for preparing repulse, and 41 days will be occupied on the voyage homeward, making the course of port 93 days 16 hours.

It will be observed by the foregoing that the Lords of the Admiralty have now sanctioned the calling of the Brazilian steamers at Lisbon both outward and homeward. The propriety of this we have as former occasions strongly advocated, and it will afford an additional direct communication to and from Portugal, and will secure to the British steamers the whole of the extensive passenger and specie trade between Portugal and Brazil as well as the Portuguese trade to Madeira, &c.

The calling stations for the steamers are Southampton, Madeira, Teneriffe (if necessary), St. Vincent, and Rio de Janeiro. The regulations provided in case the Brazilian steamers having on board the Buenos Ayres and Montevideo mails, shall not reach Rio Janeiro before

the time appointed, the Atlantic steamer will await her arrival eight clear days (if necessary) beyond the appointed time of starting; after which period she will take her departure for Southampton; whether the missing vessel has arrived or not. The length of the route out, and homo to Rio de Janeiro is 10,482 miles; from Rio Janeiro to Buenos Ayres and back, 2,240 miles, making a total of 12,722 miles.

An average speed of eight and a half miles per hour will be necessary to enable the vessel to perform this service within the time which we propose; for the distance from Southampton to Madeira is a speed of eight miles is prescribed, while from Madeira to Rio de Janeiro, nine miles is to be the maximum rate of steaming. This is a poor speed in the existing projects of ocean steam navigation, but we suppose something quicker will eventually be provided when the West India mail service has been reinforced by the new steamers about to be constructed, and we promise that the fastest of the present steamers of the Royal Mail Company will be detached from their fleet to perform the voyage to America at a rate equal to 10 knots, so as to bring that port in 24 or 26 days of England.

Some little error has been made in regard to the announcement of the proposed project, which the Royal Mail Steam Packet Company has obtained a renewal of the West India mail contract for 10 years from the expiration of the existing contract, and its conclusion of the Brazil steamer line for a similar term. It appears that the Royal Mail Company have proposed to the Government for establishing a three-weekly mail to the West Indies, Mexico, and the isthmus of Panama in lieu of a fortnightly communication as at present, and offered in addition to convey a monthly mail to and from the Brazil for £200,000 per annum, the same amount which is paid for the existing West India service. In consequence of the strong disavowal in which the three weekly project was held by the public, and the numerous remonstrances which reached the Government against curtailing the mail service to those increasingly important parts of the world, it was decided by their Lordships to continue the bi-monthly mail with a change of route, and the amount which in future to be paid to the company for the conduct of the West India and Brazilian services is fixed at £270,000 per annum—an amount scarcely disproportionate to the extent of service to be performed, or to the capital necessarily to be invested, ere so great a scheme can be brought into full operation, or to the enormous expenses incidental to the working of an undertaking of such magnitude. As the Brazil packet brig from Falmouth will be discontinued, the sum to be thus paid by the Enchocquer will not exceed the total payments hitherto on an account of both services, while both in regard to the West India and Brazil mails considerable advantages will be afforded to the public, by the increase and acceleration of accumulation that will result from the contemplated arrangements.

To perform the six services about 20 or 21 ton and 900 horse power, 10 of 1,800 tons and 450 horse power, besides five or six intercolonial or branch steamers of various sizes, from 500 to 1,000 tons, and 250 to 400 horse power. There will be, in consequence, 22,000 tons and 10,000 horse power employed in the services, consuming 60,000 tons of coal per annum, and directly or indirectly giving employment to nearly 3,000 people.

The number of miles to be steamed annually is as follows—To perform the West India service 1,472,722 miles; and the Brazil service, 1,533,840 miles; making a total of 3,006,562 aggregate distances exceeding that which would be necessary to accomplish 24 voyages round the world.

(Times, 11th July.)

THE LATE SIR ROBERT PELL.

The British Nation has not yet recovered from its sudden shock; and even the tone of political party and parliamentary opposition continues in the meantime perceptibly unaltered. Recent demonstrations to the memory of the great statesman occupy all grades from the Priests to the peasant, and Majesty proposes to raise Lady Peel to the Peerage, with

Shipping List
John Higginbotham,
Royal Mail Ship Broker.

For London.
British brig "GALLIA," 270 tons, J. Caldwell, comm. Master. Has only discharged room for passengers having superior accommodations and will have quick dispatch to London. Captain's Messrs J. G. Smith & Co. British brig "LONDON," 241 tons, W. Scott, comm. Master. Will sail to London in 12 days, and only 5 days to London, having quick and easy dispatch. Captain's Messrs J. G. Smith & Co. "Argentine brig "BREMONT," 241 tons, M. J. S. Jones, comm. Master. Has superior accommodations and is well adapted for passengers. Captain's Messrs J. G. Smith & Co.

FOR LIVERPOOL.
British schooner "SAPHO," 137 tons, J. B. Smith, comm. Master. Will sail to Liverpool in 12 days, and only 5 days to Liverpool, having quick and easy dispatch. Captain's Messrs J. G. Smith & Co.

FOR Cork or Falmouth.
British brig "GALLIA," 270 tons, A. J. Caldwell, comm. Master. Has only discharged room for passengers having superior accommodations and will have quick dispatch to Cork or Falmouth. Captain's Messrs J. G. Smith & Co. British brig "LONDON," 241 tons, W. Scott, comm. Master. Will sail to Cork or Falmouth in 12 days, and only 5 days to Cork or Falmouth, having quick and easy dispatch. Captain's Messrs J. G. Smith & Co. "Argentine brig "BREMONT," 241 tons, M. J. S. Jones, comm. Master. Has superior accommodations and is well adapted for passengers. Captain's Messrs J. G. Smith & Co.

FOR Havre de Grace and Bordeaux.
French brig "CASIRIE," 227 tons, Domestique comm. Master. Has only discharged room for passengers, which she will take for France and Bordeaux, and having very fine accommodations, offers an opportunity to passengers returning to France. Captain's Messrs J. G. Smith & Co. French brig "MORIERE," 236 tons, Domestique comm. Master. Has only discharged room for passengers, which she will take for France and Bordeaux, and having very fine accommodations, offers an opportunity to passengers returning to France. Captain's Messrs J. G. Smith & Co.

FOR Antwerp.
Swedish brig "GALLIA," 280 tons, J. S. Jones, comm. Master. Has only discharged room for passengers, which she will take for Antwerp and Rotterdam, and having very fine accommodations, offers an opportunity to passengers returning to Antwerp. Captain's Messrs J. G. Smith & Co.

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John Higginbotham,
Licensed Ship Broker,
No. 24, Calle Real, Valparaiso.
Sept. 21, 1850.

FOR GREAT BRITAIN.
The very fast sailing A. J. British brig
Jupiter,
204 register tons, J. S. Jones, comm. Master. Has only discharged room for passengers, which she will take for Great Britain, and having very fine accommodations, offers an opportunity to passengers returning to Great Britain. Captain's Messrs J. G. Smith & Co.

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FOR NEW YORK.
The very fast sailing, coppered and superfastest first class American brig
Panchita,
213 tons register, J. S. Jones, comm. Master. Has only discharged room for passengers, which she will take for New York, and having very fine accommodations, offers an opportunity to passengers returning to New York. Captain's Messrs J. G. Smith & Co.

FOR Antwerp.
The very fast sailing, coppered and superfastest first class American brig
Panchita,
213 tons register, J. S. Jones, comm. Master. Has only discharged room for passengers, which she will take for Antwerp, and having very fine accommodations, offers an opportunity to passengers returning to Antwerp. Captain's Messrs J. G. Smith & Co.

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Richard Sutton, Jun.
Ship Broker,
No. 25, Calle Real, Valparaiso.

AVIS.
Les souscripteurs de l'ouvrage de la commission des Messieurs les Portes de Buenos Ayres... Le rapport sur le projet de loi... Le rapport sur le projet de loi... Le rapport sur le projet de loi...

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Ship Broker,
No. 25, Calle Real, Valparaiso.

On Sale, at J. Blue's store,
Corner of Calle Mayo and La Merced.

Port and Sherry Wines, in bottles or by measure of superior quality, and very cheap. Malaga's Brandy. Holland's Brandy. Cordova. Sherry and Pickles. Currants. And other articles in the line. Buenos Ayres, 30th July, 1850.

Notice.
The undersigned having been favored by the manifestation of His Excellency the Governor and Captain General of the Province, Brigadier Don Juan Manuel Rosas, to re-establish the Auctioneers' business carried on by the late Mr. M. D. Billinghurst, the undersigned, in the name and on behalf of the said Mr. M. D. Billinghurst, offers for sale by public auction, to continue the same under the firm of W. & R. Colton and Co., all the furniture, fixtures, and other articles, together with the commercial connection in general that they well remember to have been connected with at No. 55 Calle San Rosa, Valparaiso, on the 21st of August, 1850. Mariano Daniel Billinghurst. Mariano Vivas.

EXPORTE.
FEATHERS—Duty, 4 per cent. Oatmeal, plated, ————— 6 4 7
HAIR—Duty, 4 per cent.
Hemp, rod, ————— ————— 2 4
HIDE—Duty, 4 per cent.
Mats, ordinary, ————— 3 2 3
Mats, rod, ————— ————— 3 4 4
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George Thorne, Responsible Editor.