

# BRITISH AND ARGENTINE MAIL.

AND

## ARGENTINE MAIL.

(No. 1258.)

BUENOS AYRES, SATURDAY, OCTOBER 12, 1850.

[Established in 1826.]

### BUENOS AYRES.



#### BRAZIL.

The Brazilian question has assumed a prominence that entitles it to a careful study, and in consequence we purpose to epitomise its leading features, that our readers may have the necessary data on which to form an opinion. In doing so we will endeavour to be as moderate as possible; because, in the first place, the naked charges are sufficiently aggravated, and in the second, we believe and trust that due redress may be the policy of a Majority of the Imperial Cabinet, as it certainly is the decided wish and obvious interest of the great bulk of the Nation.

An antiquarian research into primary causes, would lead us back to remote periods of history, and to the other hemisphere. Interesting as such an inquiry might be under certain aspects, it would be foreign to our present object. Suffice it to say, that the Portuguese settlers, with other National peculiarities, imported into Brazil, a sufficient quantum of the jealousy and rivalry, which their fathers and grandfathers had entertained towards the Spanish name and Nation. Their new juxtaposition in America tended to perpetuate the European feud, and perhaps the recollection of having been allowed into a corner of the old Peninsula, rendered the Brazilian settlers less scrupulous in indemnifying themselves, for what they might naturally regard as past wrong, by liberal appropriations of the new Continent.

Avizible, in all its forms, is a blind and insensitive passion; and the history of Brazil, Colonial and Imperial, affords a striking illustration of the fact. With less than a thousand part of her legitimate and recognised territory occupied, she dared the onsets of unjust competitors in different directions; that the Banda Oriental issued in the foreign war of 1809, 27 and 28; a war also unprofitable and injurious on her part, and that eventually cost her the Brazilian Monarchy his crown, if not his life. All this would have been cheap, in a national point of view, had it lastingly impressed the salutary lesson of honest policy and public justice.

The independence of the disputed territory was solemnly recognised, under the joint guarantee of the Confederation and the Empire; but the memory of the "Movod and Loss" Cis Platina, was faintly cherished by Brazilian Statesmen. To the present day the shade of the defunct haunts their nocturnal slumbers and their day-dreams, and that resurged name follows yet on their lips, unconsciously to themselves it may be, but very significantly and some what eloquently in other parties concerned.

If, in the circumstances of the original usurpation was fully, these unavailing and self-compromising regrets are evidently infatuation, and the attempt on the part of Brazil to discover what she was able to defend, deserves no other name than that of madness. The Oriental Republic has tasted the cup of freedom, and must henceforth and for ever belong to herself alone. Her destiny is irrevocably fixed, with that of the Republic of the New World, and to think of now reconverting her into a province of the Empire, is an outrage on common decency and common sense.

Despite of all this, the re-quest of the explanation is the monomania of a section at least of Brazilian statesmen; and the ignoble end has suggested means equally ignoble. Conscious of their relative weakness, arising from the un-

nate injustice, and consequent impopularity of their cause, in an evil hour for Brazil, they dated themselves to court European alliances; thereby proclaiming to the World their own insensibility and ignominy. The late intervention into the Frate is an enduring monument of their perfidious policy. As an American Power it was an act of fo-d-o-d-o on the part of the Empire; forfeiting at once the confidence of her republican neighbours, and all right and claim to their sympathies and good offices.

Of this gross offence also stands formally convicted, on the evidence of unimpeachable witnesses amongst whom we may mention the Earl of Aberdeen and M. Gaitz, who bore their solemn testimony to the fact in the presence of their respective Parliaments. No ingenuity can justify, no sophistry can palliate the charge; and in the necessary absence of satisfactory explanation the odium and responsibility of the consequences must rest with the aggressor. [To be continued.]

### THE NEW CABINET AT WASHINGTON. SKETCHES OF ITS MEMBERS.

We publish in this position the names of the members of the new cabinet. They were sent in by President Fillmore on Saturday, and confirmed by the Senate in executive session, We reprint.

#### THE NEW CABINET.

Department of State, Daniel Webster, Massachusetts.  
Secretary of the Treasury, James A. Pearce, Maryland.  
Interior, James A. Pearce, Maryland.  
War, Edwin M. Stanton, New York.  
Navy, William A. Graham, North Carolina.  
Post Office, Edwin M. Stanton, New York.  
Army, John C. Calhoun, Kentucky.  
P. M. Office, Edwin M. Stanton, New York.

The nomination of each member of the same having been confirmed by the Senate, a brief notice of the distinguished individuals composing it, from such materials as are now at our hands, will doubtless be acceptable to our readers.

Of the Secretary of State, Daniel Webster, of Massachusetts, his world-wide fame and reputation as a statesman, render it unnecessary to say much. He, as is well known, is a native of Massachusetts, born in 1792, and consequently, is now 58 years of age. Mr. Webster entered Congress a member of the House from his native State, in 1813, and represented the state four years; after which he removed to Boston. In 1823 he was chosen representative in the United States Congress, Massachusetts, continuing in that capacity four years. In 1827 he was transferred to the Senate of the United States, and continued in that body fourteen years—viz., until 1841, when he was appointed Secretary of State by President Harrison. Mr. Crittenden, of Kentucky, being also a member of the cabinet, and a colleague of Mr. Webster in the new cabinet. After the quarrel of President Tyler with the wig party in August, 1841, Mr. Webster refused to join his colleagues in the Harrison cabinet, in resigning, but continued in Tyler's cabinet until August, 1841. Mr. Webster refused to join the white Secretary of State, was the negotiation with Lord Ashburton on the part of Great Britain, of the treaty of Washington, in August, 1842, by which the long controverted question of the N. E. Boundary was settled. Notwithstanding the dissatisfaction of some of the wig States in the United States, Mr. Webster, in 1843, again elected United States Senator by the Legislature of Massachusetts, in which position he has continued until the present time, his term of service expiring in March next. It will thus be seen that Mr. Webster has served in both Houses of Congress about twenty years, or eight years in the House of Representatives, and eighteen years in the Senate.

John C. Calhoun, of South Carolina, Thomas Corwin, of Ohio, we believe, about 69 years of age. Rising from humble life, he became distinguished as a lawyer, and was elected a representative to Congress from the Western district, in 1811; he continued a member of the House until 1846, when he was chosen Governor of Ohio, in October of that year, a majority so large as to settle all doubts that

Harrison would receive the vote of the State, for President, the following month. Mr. Corwin continued Governor but two years, Wilson Shannon, his democratic predecessor, then succeeding him, in 1842. The whigs having a majority in the Legislature of Ohio, in 1845, elected Mr. Corwin United States Senator, to succeed Benjamin Tappan, democrat. His term, as Senator, therefore, expires in March next. Mr. Corwin has been long known in Congress as an able debater, and an advocate of the whig measures of policy. In Ohio he is considered the most able and eloquent stump orator in the State. He speaks in Congress, although showing traits of eloquence and talent of a high order, have been considered as wanting in arrangement, and condemnation of point and ideas. His peculiar talents as a financier may be, remain to be seen, but he has always been an advocate of the protective system as applied to agricultural interests.

James A. Pearce, of Maryland, the Secretary of the Interior, is also about 50 years of age. He is a native of Kent County, in that State, and was elected a representative to Congress in 1835, again in 1837 and 1841—thus serving as a member of the House six years. In 1843, he was transferred to the Senate of the United States, and was re-elected at the expiration of his term in 1849—consequently, his present term does not expire until 1855. Pearce is a ready and eloquent debater, and second to few of the whig Senators in point of talent.

Edward Bates, of Missouri, the Secretary of War, is a prominent member of the bar at St. Louis. He is, we believe, a native of Virginia, and during the administration of John Quincy Adams was brought to the notice of Mr. Adams, then a colleague of Mr. Benton in the U. S. Senate, and other friends of Adams, as a candidate for representing the State in Congress, succeeded John Scott. There was much dissatisfaction in Missouri at the time with Scott, (who was then in the field for Governor) and in consequence of his having given the vote of Missouri to Mr. Adams, in the election of President by the House, in 1825; and thus the singular result occurred of electing a friend of Mr. Adams to punish Mr. Scott for having voted for the former as President, no Jackson or opposition candidate being in the field.

Mr. Bates, as a member of Congress, supported the administration of Mr. Adams, during the two years, he was in the House of Representatives; but, as the Adams party were in the minority, he had but few opportunities of distinguishing himself. On questions of national policy, he was always found among the advocates of internal improvement and the protective system. Retiring to private life in 1829, Mr. Bates has continued to enjoy a high reputation in Missouri; but his political friends have been ever since in the minority in that State, he had been comparatively unknown to the nation, until the meeting of the Western Liberal Improvement Convention, at Chicago, in July, 1847, of which body Mr. Bates was chosen President. In a speech which he delivered on taking the chair on that occasion, he exhibited talents of a high order, and a comprehensive knowledge of the wants and capacities of the country, particularly with regard to works of internal improvement, which attracted much attention at the time, and, in the opinion of the numerous members of the convention, at once stamped him as a statesman whose services would do me day be called for by the nation. Mr. Bates is, probably, over 55 years of age.

William A. Graham, Secretary of the Navy, is a native of North Carolina; may be set down at fifty years of age or under, and represented that State in the United States Congress two years, viz., from 1841 to 1843. In August, 1844, he was elected Governor of the State, to which office he was re-elected in 1846, and his term of expiration of his second term, in January, 1849. His administration as Governor was popular, and he is considered in North Carolina as one of the most talented of the whig Statesmen.

John J. Crittenden, of Kentucky, the Attorney General, is well known to the people of the United States, as a lawyer, and has long been in public life. He is now, we should think, about sixty years of age, and entered Congress as a member of the whig party in 1827, and two years, with Linn Talbot, for his colleague. From 1819 to 1833 he continued in the practice of his profession, as one of the first lawyers of Kentucky, being principally at Frankfort and occasionally re-

sponding his country in the State Legislature.

In 1835 he was again elected to the United States Senate, and continued to serve in that body until March, 1841, when he was appointed Attorney General by President Harrison. On the outbreak of the whigs with John Tyler, in September, 1841, Mr. Crittenden resigned with the other members of the cabinet, except Mr. Webster, and retired to private life, from which, however, he was soon called by the Legislature, to again take his seat in the United States Senate, in 1842. He was also elected Senator for another term of six years, from March, 1843, but, in 1848, having received the whig nomination for Governor of Kentucky he retired from the Senate, and was elected by a large majority to the executive office he now holds, the term expiring in September, 1852. In consequence of the understanding that Mr. Clay was not to be a candidate for President at the election of 1852, Mr. Crittenden, with other leading whigs of Kentucky and other States, became early committed to the support of General Taylor, and took measures to effect the nomination of the latter, at the Whig National Convention. Mr. Clay having subsequently changed his mind, and concluding to be a candidate before the convention, a bitter feud ensued between Mr. Clay and Mr. Crittenden and his friends. But Mr. Clay did not refuse to vote for Mr. Crittenden as Governor, nor did the Governor interpose his influence to prevent the election of Mr. Clay to the United States Senate. Still, we have never heard that the feelings of coldness and jealousy of Mr. Clay towards Mr. Crittenden have ever been removed since their rupture in 1848. But the whig party generally, throughout the Union, consider Mr. Crittenden as one of their strongest and most talented men, whose abilities and talents as a statesman, and as a politician, have often been proved. Had not his duties to Kentucky forbidden him to accept, he would doubtless have formed one of General Taylor's cabinet, as he was his most confidential friend and adviser.

Nathan K. Hall, of New York, is the new Postmaster General. His age is about 43, and he was formerly the law partner of Mr. Pillsbury, of New York, and his talents and doubts as to his capacity to perform the onerous duties of Postmaster General acceptably, and to be a good man to keep his eye upon the Sewards clique. Mr. Hall was several years since, Recorder of the city of Buffalo, and represented that Congressional district in the Twelfth Congress—1847 to 1849. It may be remarked, by the way, that Buffalo is perfectly honored at this time, having from her limits the President of the United States, a member of his cabinet, the Minister to New Granada, (Doctor Foster), and several other distinguished officers appointed by the general government.

The formation of this cabinet causes three vacancies in the Senate, viz., the seats of—Mr. Webster, of Massachusetts; Mr. Pearce, of Maryland; Mr. Corwin, of Ohio.

The Governors of States have the power of appointing Senators until the Legislatures meet. The Executive officers of the States, being whigs, will fill the vacancies from their own party, of course. The Governor of Maryland is a democrat, and will give the whigs two Senators from this section.

(N. Y. Herald, July 24)

Washington, July 20, 1850. Close of the Thirty-Third Week of the Session.

The thirty-third week of the session close to-day. What has been done? We have passed the Census bill—of 1,000,000 of delinquencies, several laws to amend private bills, we have rejected both the contesting gentlemen for a seat in the house due to laws; we have re-visited the Oregon and the Kansas territories in that State, Mexico. The Senate have confirmed the Nicaragua treaty and a huge mass of Executive appointments, and a bill which has been of prescription and laid it upon the table; and they have suffered Mr. Lewis, of Philadelphia, and Mr. B. of New York, to remain in the most anxious state of suspense for more than half a year. They have rejected Col. Webb, and the mission to Austria has gone a begging from that quarter. But what of the negro question? Nothing.



# 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 Captain Names.	Tons.	Company.	Destinations, &c.
<b>NATIONAL.</b>				
Jan. 11	Barque Orest, Thomas Melioret	230 1/2	N. Haber & Co.	Antwerp.
Sept. 11	N. Gaspari Street, Juan H. Valera	144 1/2	N. Haber & Co.	Antwerp.
Sept. 12	Schooner Alexander, Alfred Wales	132 1/2	J. C. Thompson and Co.	
<b>BRITISH.</b>				
June 20	Barque Santos, James	253	Bayley Brothers	London.
July 13	Barque Onkang, John	241	Bayley Brothers	London.
Aug. 6	Jariguan Navio, J. P. Anlet	245	Edwards Lamb and Co.	London.
Sept. 1	Ship Easton, Stephen	245	James McDougal	Liverpool.
Sept. 15	Ship John Woodhouse, William Barnes	245	James McDougal	Liverpool.
Sept. 20	Ship Leonard, William Scott	241	John Cast South & Co.	London.
Sept. 21	Ship Brock, Lewis	181	Paykel and Co.	Antwerp.
Sept. 23	Ship Barrow, James	245	Paykel and Co.	Antwerp.
Sept. 24	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 25	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 26	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 27	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 28	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 29	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 30	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 31	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 32	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 33	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 34	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 35	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 36	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 37	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 38	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 39	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 40	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 41	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 42	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 43	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 44	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 45	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 46	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 47	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 48	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 49	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 50	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 51	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 52	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 53	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 54	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 55	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 56	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 57	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 58	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 59	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 60	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 61	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 62	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 63	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 64	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 65	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 66	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 67	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 68	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 69	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 70	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 71	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 72	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 73	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 74	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 75	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 76	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 77	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 78	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 79	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 80	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 81	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 82	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 83	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 84	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 85	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 86	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 87	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 88	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 89	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 90	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 91	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 92	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 93	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 94	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 95	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 96	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 97	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 98	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 99	Ship John Williams, James	245	Paykel and Co.	Antwerp.
Sept. 100	Ship John Williams, James	245	Paykel and Co.	Antwerp.

# SHIPPING MEMORANDA

ARRIVED AT NEW YORK.  
 July 18, Crook, Wessels, home 26th May.  
 " Alma, Wulf, home 10th May.  
 at Buenos Ayres.  
 July 17, Falmouth, Oliver, home 10th May.  
 Loading at New York, July 20, ship B. Ayman, for Buenos Ayres.  
 Cleared at New York, July 12, British schooner Letitia, Eads for Buenos Ayres.

THERMOMETER in the Mirror of the Commercial Rooms—

Saturday.....	62
Sunday.....	63
Monday.....	63
Tuesday.....	60
Wednesday.....	55
Thursday.....	55
Friday.....	61

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 10th inst.

National.....	4
British.....	21
American.....	9
French.....	8
Spanish.....	17
Brazilian.....	8
Oriental.....	1
Belgian.....	1
Dutch.....	1
Danish.....	6
Portuguese.....	2
Prussian.....	2
Swedish.....	2
Hanoverian.....	1
Bohemian.....	1
Holstein.....	1
Total.....	95

**DIED.**  
 On the 10th inst., of apoplexy, aged 44 years, Mr. William Fell, of North Shields, Northumberland. He remains were accompanied to the Public Cemetery by numerous friends.

**Advertisements.**  
 Neither the Master nor Consignees of the British Brig "James McCowan," will be responsible for any debts contracted by the crew of this vessel.  
 Buenos Ayres, 7th October, 1850.

**Tiffin & Hardy,**  
 WHITE SMITHS, BELL HANGERS,  
 SURGICAL INSTRUMENT & TRUSS  
 MAKERS, Calle Mayo, No. 4.  
 A. H. Tiffin and Joseph Hardy (son of the late proprietor William Hardy) beg most respectfully to inform the public generally that they intend carrying on the above business in all its branches, and trust by unvarnished attention and punctuality to receive a share of public patronage.  
 Razors, Knives and Scissors, carefully ground and set. Every description of Trusses and Surgical Bandages made to order.

**Notice**  
 to  
**British Subjects.**  
 Notice is hereby given to British Subjects residing in the Territory of the Argentine Confederation that all the Certificates of Nationality granted to them in the British Consulate in this City, previous to the date hereof, must be brought to the office for examination and renewal on or before the 15th day of November next, after that date may be considered void, bearing a previous date.  
 Notices of birth and of the other British (and other) Possessions will be attended to at the office every day between 3 p.m. and 4 p.m., and all other changes of British subject may be done any day from 10 a.m. until noon.  
 British Consulate,  
 Buenos Ayres, 10th October, 1850.  
 H. B. M. G. Casati.

**SALE BY AUCTION.**  
 BY THOMAS GOWLAND,  
 Of the Danish brig "Ida & Emma," by order of Captain Emil Dunderholm, and with the cognizance of Julius Wederholm, Esq., agent for the Underwriters of the City of Hamburg.  
 On the Alameda,  
 On Thursday, 17th inst., at 12 o'clock, will be sold in one lot with all her appurtenances as per inventory as filed in the office of the Consulate, the Danish brig "Ida & Emma," of 155 tons register, coppered and copperfastened.  
 She may be seen at any moment, and the inventory will be shown at the Auctioneer's, Calle Defensa, No. 147.

**Notice.**  
 All persons indebted to Mr. James McDonald for their passage who have been on in this country upwards of two years, are requested to pay the amount within the 31st inst. and see Hardy examining their names and the place from whence they come (in order the better to establish the identity of the parties) will be published in the different newspapers in this city, and the necessary steps taken to enforce payment forthwith.  
 Buenos Ayres, 7th October, 1850.

**For Havre de Grace.**  
 The very superior, new, coppered and copperfastened, and remarkably fast sailing, A. L. French ship  
**"Neptune,"**  
 of 228 tons, register, E. Broust, commander, is quite a new vessel, built on the most approved plan, and now on her first voyage.  
 She has the greatest port of cargo engaged and will be dispatched quickly.  
 Her accommodations for Passengers, are spacious and most comfortable, and she is well supplied with the best of cabin stores, calculated expressly for carrying passengers. The saloons are of a few feet and situated high and about five thousand feet high or equivalent in bulk, be pleased to apply to her cargo agents, Messrs. Luce, Garnier, et Co.,  
 Charles R. Horns,  
 Licensed Ship Broker,  
 No. 32, Calle Recolectora.

**Line of Packets.**  
**For Havre de Grace.**  
 Passage Only.  
 The renowned, very fast sailing, and in every respect superior, and well equipped French Packet brig  
**"Guarani,"**  
 of 234 tons Register, F. F. Larché, commander, this splendid vessel is celebrated for her quick passage, the comfort of her accommodations and the good treatment bestowed upon those who have taken passage.  
 She can well accommodate cabin and steerage passengers; and having all her cargo engaged will meet with very quick despatch.  
 For terms of passage apply to Capt. Larché, to her cargo agents Messrs. Luce, Garnier, et Co., or to  
 Charles R. Horns,  
 Licensed Ship Broker,  
 No. 32 Calle de Recolectora.

**For Sale.**  
 At No. 34, Calle de la Piedra, a complete assortment of Palatots, adapted for the present season, and at reasonable prices.

**FORHORN VESSEL OF WAR IN PORT.**  
 FRENCH—Brig Hazard, Capt. Deduet.

