BRITISH PACKET AND ARGENTINE NEWS.

(No. 1260.) BUENOS AYRES, SATURDAY, OCTOBER 26, 1850. [*Established in* 1826.]

BUENOS AYRES.

☞ With this number concludes the Quarter of the *British Packet*.

BRAZIL.

[*Continued from our last.*]

It is proverbially difficult to account for tastes. To an impartial observer, Brazil from her position, dimensions, and natural resources, seems evidently designed by Providence, to occupy a very prominent and distinguished place in the South-American continent. The consciousness of a mission so sublime, one would think, might have inspired her rulers with "loftier thoughts, and a more dignified ambition." It is melancholy, it is provoking, to see the youthful giant of America, converted into an obscure and secondary satellite, by the grovelling views and purblind policy of her statesmen. "It is more blessed to give than to receive;" and when Brazil awakes, as awake she will, and it may be at no distant day, from her lethargic slumber, she will heap deep and bitter curses on the memory of those, who declined the post of honor to which she was entitled, for the beggarly crumbs of European sympathy and protection.

Once reduced to this false position, ignominy treads on the heels of humiliation. In her conduct with respect to Argentine and Oriental refugees, Brazil has shown, not only an utter contempt of international law, but a reckless disregard of truth and consistency and a lamentable ignorance of her own highest interests. For years back, and especially since the intervention, the territory of the Empire has been a rallying-point for the malcontents of every hue and faction; their professed animosity to these Republics being the safest passport, and strongest recommendation to Imperial favour and protection.

We have no wish to circumscribe the exercise of a glorious prerogative, distinctly recognised in every modern code. War is one of the greatest of social evils, and every thing calculated to attenuate its effects, should be held sacred and inviolable; but, in alleviating the consequences of misfortune, of error, or crime, we must be careful not to foster the causes in which they originate. The duty of conceding an asylum is optional, and from its nature imperfect; but the obligations consequent on the exercise of the right are positive and obligatory. We may relieve the pressure of actual suffering and destitution, but it must be in a way that will not endanger the peace and security of unoffending neighbours. Plain and palpable as the distinction is, Brazilian statesmen seem to have a difficulty in apprehending it; and their alms to political refugees, have hitherto been a direct bounty on civil war; prolonging and perpetuating it *ad infinitum*.

The history of this episode, in the career of the Empire, furnishes abundant lessons of grave instruction, intermixed with incidents sufficiently ludicrous. Never was a system of indirect hostility carried to greater and more exasperating extremes. Rio Grande, the great rendezvous of the refugees, has been a focus of intrigues and conspiracies. The act of disarming the refugees on their arrival was a mere farce. They lived at large, assembled at pleasure, concerted their measures of invasion, and when the hour for action arrived, never found the least difficulty in quitting their retreat, *armed, equipped and supplied*;—leaving an open door for the booty they might acquire, and a welcome asylum for themselves, in the case of a new reverse! A few prominent characters had been removed to the Court, but for them passports were obtained on one pretence or another; and if safe means of transport failed, *Brazilian vessels of war* were occasionally employed! And, as if to add insult to injury, all this was done with solemn and repeated asseverations of peace, friendship and neutrality on the part of the Empire; the burden and chorus of every official communication.

With the frequent changes of administration that had taken place in Brazil, and the necessary inexperience of a youthful Monarch, unable perhaps to hold the balance firm between the rival factions, it would be unfair to expect or exact an absolute uniformity of theoretic views, or a rigid consistency in practical details. Of such minor discrepancies we do not complain; but, as to the general principles of international law, a certain amount of uniformity and consistency is requisite; and without it a nation is not entitled to rank in the category of civilized States. And it is here Brazilian diplomacy has long shown a lamentable laxity, to the discredit alike of the Government and the nation. As an illustration, take the following case, duly recorded in the official correspondence with the Argentine Minister:—

In 1845, General Rivera was residing at the Court of Rio Janeiro, as a political refugee. His presence was required in Montevideo, to give a fresh impulse to the war against the two legal Governments of the Plate, which had become languid and desultory; and Señor Magariños, Agent of the nominal Government, requested his passport. General Guido, the Argentine Minister, opposed the measure; and Señor Limpo de Abreu, then Minister of Foreign Affairs, fully acquiesced in his view of the case. The passport was accordingly refused, and the most conclusive arguments assigned in defence of the Imperial decision. But the triumph of truth and justice was doomed to be short; for in a few days the passport was granted; the doctrine of the previous week repudiated, and Señor Limpo and his administration exhibited in true Hudibrastic colours.

"He was in logic a great critic,
Profoundly skilled in analytic;
He could distinguish and divide
A hair 'twixt South and South-west side;
On either which he would dispute,
Confute, change hands, and still confute."

This unfortunate adventurer, in which Señor de Abreu fell, "transfixed by his own sword," ought to have served Brazilian diplomatists as a salutary warning, against the incautious use of these double-edged weapons; especially against an antagonist so "cunning at fence and dexterous in attack," as General Guido. Polished in style, and courteous in manner; perspicuous in classification, and forcible in argument; by a process analogous to that of the practical chymist, he reduces the argument of his opponent to its first principles or constituent ingredients; detecting every stray particle of sophistry or fallacy: and by a converse operation equally rare and important, traces the bearings and operation of a principle; unfolding and estimating its remotest consequences.

But the salient points in his diplomatic accomplishments are his irresistible application of the *argumentum ad hominem*; and his adroitness in placing his opponent between the horns of a dilemma. During his lengthened residence at the Court of Rio Janeiro, in peculiarly "troublous and distempered times," he has had frequent opportunities of employing and displaying these high professional qualifications; and the explicit approbation of General Rosas, and the confidence and grateful admiration of his fellow-countrymen, are the noblest tribute to his important services.

With this ingenuous expression of our sentiments, we beg leave to proffer General Guido our hearty welcome and cordial felicitations, on his safe arrival in Buenos Ayres.

(*To be continued.*)

Legation of the United States, Buenos Ayres, 26th Oct. 1850.

To the citizens of the United States, residing in Buenos Ayres.

The sad intelligence of the death of General Zachary Taylor, late President of the United States, which had come to us through the common medium of the public papers, has just now been received, in an official form. The authorities at Washington, have directed all those in official service, to wear crape on the left arm, for six months. I would respectfully suggest to my fellow citizens, residing in Buenos Ayres, an observance of this mark of respect. The flag of this Legation, and of the United States Consulate, will be placed at half mast on to-morrow, and the captains of our merchant shipping will be requested by our Consul, to display their flags in the same manner.

These are the feeble means which we now use, to express our grateful respect for the character and services of General Taylor, and the deep and sincere grief which afflicts us, for a bereavement so sad, and so sudden. The great nation over which he presided, and the free and patriotic people who placed him in that high position, have now but one feeling. The smitten heart sends forth no bitter waters. It now only pours out its pure streams of sympathy and regret.

General Taylor has left a name and fame, as unfading as they are glorious. It is chiefly, as a gallant and successful military commander; the incorruptible and devoted patriot citizen; the amiable, unassuming, firm, and candid man, that posterity will remember and honor him. In his military career, he earned for himself and his country, imperishable fame. His name and his deeds are inscribed on one of the brightest and most glorious pages of his country's history, and they will forever stand associated with those of Washington, and Jackson, and Scott! His political career, was too short, to permit him fully to develop his capacity for civil station, but long enough to assure us, of his honest intentions, and patriotic purposes. But, in the midst of his half developed policy; in the midst of the fiercest and the greatest agitation; in the midst of the stern conflict of giant minds, and of excited passions; and surrounded by the sympathies of a great nation, he is struck from the highest pinnacle of earthly glory, and carried to the mansions of the dead! "He endeavoured to do his duty," let us honor his memory.

W. A. Harris.

The following extracts are from the *London Shipping and Mercantile Gazette* of the 19th of August.

FRANCE.

The *Moniteur* publishes the following telegraphic despatch, dated Lyons, August 17, at half past 9 o'clock in the morning:—

"The President was present the day before yesterday at the banquet and the ball offered to him by the city. Yesterday morning he visited the school of Lamartiniere and several manufactories, and proceeded to a banquet of 1,200 covers offered to him by the merchants. On entering on the territory of Guillotiere he was received by the municipal administration of that town. At 12 o'clock he reviewed the troops. At 4 o'clock he visited the manufactories of the Croix Rousse and the exposition of manufactures. He next presided at the inauguration of the savings-bank for the silk weavers. In the afternoon a banquet was offered to him by the Chamber of Commerce, and he visited the theatre for a few minutes. He everywhere received proofs of the warmest sympathy, and the speeches he delivered at the three banquets, as well as at the inauguration of the savings-bank, were received with enthusiasm and responded to with applause.

"The President has just left to continue his journey."

M. Avril, a representative for Isere, who fled into Switzerland after the sentence passed on him by the High Court of Marseilles, has surrendered at Voigensdorff, Haute Rhin. The *National* having asserted in its number of the 15th inst. that a captain of the National Guard of Montbard had taken the President by the hand and forced him to cry "Vive la République Democratique," the authorities of the town have contradicted the assertion in the most formal manner, declaring it to be totally unfounded. "The numerous persons," they say," who surrounded the carriage of the President, expressed to him their profound respect and devotedness, and the captain of the National Guard alluded to loudly protested, by the cry of 'Vive Napoleon,' against another cry feebly uttered by a group of individuals stationed a certain distance on the square."

There is more than usual activity at present observable at the government ironfoundry at Nantes. The machinery for three war steamers now building at Cherbourg are nearly complete, viz.: the Marceau corvette, of 120 horse power; the Phlegethon, of 400-horse power; and the Austerlitz, ship of the line, of 100 guns, to be fitted with a screw of 500-horse power.

ITALY.

Accounts from Verona state that the Austrian government had rejected the proposition of the Lombardo-Venetian deputies relative to the loan of 120,000,000 florins, the government not wishing to pledge itself not to issue any paper money in those provinces.

M. Banchi Giovini, a Lombard refugee, and editor of the *Opinione*, had been ordered to quit the Sardinian territory in consequence of the violence of his articles against the Austrian generals. His expulsion took place at the request of the Austrian cabinet.

The following interesting letter from California, from a person many years ago a respectable resident in this city, has been politely handed to us for insertion.

Benicia, April 28th, 1850.

Dear.....

The place I write from is about 30 miles by water inland from San Francisco, it is the naval depot of the United States is pleasantly situated, and contains about 100 buildings and 400 or 500 inhabitants, among them 10 or 12 females, a great proportion for these parts.

I started from New York with nothing but my carcass. On the passage I formed a company of seven fine young men [one of them a physician], for the purpose of mining. They had means, and in Valparaiso we provided ourselves with all we needed of tools and provisions. On arriving

at San Francisco we found but a few adobe and wooden houses, most of the people living in tents. We pitched our tents and landed our traps, glad to get out of the ship after a voyage of six months. In about three weeks, having completed our arrangements, we started on our voyage for the interior, in an open boat deeply laden, traversing the northern part of the bay of San Francisco, through San Pablo and Suisan bays. We ascended the river Sacramento to the »Embarcadero,» where now stands the City of Sacramento, and near to Sutter's Fort. Here we found a few frame houses, and many people living in tents, and about a dozen ships, barques, and brigs. At this place we again pitched our tent, and had to wait ten days for one of our number, whom we had left to bring along part of our goods. The country on the sea coast is a succession of hills rising one above another to mountains, entirely destitute of timber, and about this season, viz.: August, as bare of verdure as a well beaten road—but passing through this coast-range of hills, and entering the vallies of the rivers, the country is low and marshy, the banks becoming higher, and the timber more abundant, as you ascend. We were now about 150 miles to the north of San Francisco, and in nearly that direction from it.

As we could not sell our boat where she was, it was decided that one of us should go back with her, dispose of her, and then rejoin the party: as I was not very well, it fell to me. Being the president of the company, I got them under way with their pack horses, and a guide, for the mines, in high hopes and good spirits. The next day I found a man who wanted to go down, and was willing to work his passage and find himself, so we started. The days were very hot, and the nights very cold and damp; we were obliged to lay by in the heat of the day and go on in the night. After the first day I found I had the fever and ague, and my companion was knocked up with rowing. We struggled on for three or four days, till we got to the head of Suisan bay, here we found a ship lying, and went on board of her. They received us kindly; we were completely used up, swollen and disfigured by mosquitoes, and I with the fever and ague in addition. My companion refused to try the boat again, and we remained here five or six days, when we got a passage in another boat. It blew fresh, and the water was quite rough and flew over the boat, keeping us wet the whole passage; this aggravated my complaint, and the consequence was I was hauled up for 3 *months*—so much for the first lick. As soon as I was able to get about, I looked for something to do, to support myself, pay the expense of my sickness and get the means of taking me to the mines. I had got one job and earned a little money, when one of my company made his appearance; he had come down to procure some supplies.

I started again with him for the mines, in a small steamer (you see how the Yankees hurry things) and in due time reached the »Embarcadero» now the city of Sacramento, with 5 or 6000 inhabitants, Stores, Hotels, a Theatre and Churches, no school houses yet, as there are no women or children, all men, nothing but men in the prime of life. Here we joined another party who were going the same way, hired an *ox team* to carry our «plunder,» and commenced our march. For 8 or 10 miles due east we followed the bank of the American river, (a branch of the Sacramento) here we filled all our vessels with water, turned to and south-east, the traversed a plain [like your pampas,] destitute of either timber or water: what with the broiling sun, being unused to walking, and having not yet regained my strength, I suffered much.

After this the face of the country began to rise towards the »Sierra Nevada» [which was always in sight during our journey] and became well wooded with a species of live oak and pine. We passed the beds of many streams now dry, forded the river Cosmnes [so called from a tribe of indians who live on the banks] and journeyed towards the Mokelome, till we came to the »Rio Seco,» where we found our company. We were three days on the way, a distance of 50 or 60 miles; travelling through the heat of the day, and sleeping on the ground at night, with nothing but a blanket around one; it nearly used me up, but in 3 or 4 hours I recruited, eat my pork and beans, slept in my blanket with my bag for a pillow, and became as strong and rugged as ever.

The climate here was delightful, the days warm but always a breeze; the nights cool and dry. There was plenty of game, grizzly bear, deer, hare, and rabbits, quail, pigeon and wild duck.

I found that my party had dug about 300 dollars each, but had worked out the place where they commenced, and were then trying a new one. They had become disunited. The doctor had left, to practice his profession; another had been taken down with a fever, and had returned to San Francisco, and the rest had decided to work no more in common, but only live together as before. It was now nearly November, and there had no rain fallen since the preceding April, and like this one, most of the rivers were dry. The miner observes the course of the stream, and where the current has struck the bank, it forms bars, or spits; here he removes the rocks, gravel, and sand, till he comes to a ledge on clay bottom, where he is generally sure to find a deposit of gold more or less abundant. I selected a spot and made a beginning. After digging for a week or so, I struck a vein which promised to be very rich; I got out an ounce or two, and that night it begun to rain. During the night it poured, and the next day the bed of the river was full of water, and my hole was filled, there was no way of draining it. The rains had now fairly set in, and we started off, some to select a place to winter in, and others to bring out a further supply of provisions. We decided to build a log house at »Ranchero Creek,» about 10 miles more to the eastward, removed our tent and chattels there, and commenced cutting down trees. The party who went for provisions now returned with a small part of what we needed, being unable to fetch more on account of the roads, which were becoming impassable even for mules. This, a growing discontent, and the almost certainty of being unable to work for 4 months, decided me to leave for the settlements, and in company with another, procuring a horse we packed on him what we could venture, and started; the roads were horrible, we found waggons and animals mired every mile of the way, and goods left in all directions without shelter or protection.

Though pretty much all the journey was up to the knees in mud, I got fairly mired but once, and then I thought it was all over with me. I was sinking deeper and deeper in a stiff mud, and could draw neither leg out, but by great exertions I finally extricated myself, and we arrived safely in Sacramento again. *So much for mining.* Here I was again in a fix, my companion had barely money enough to pay the passage of one of us to San Francisco; the place was full of people returned from the mines, and many as badly off as we were, the meanest kind of board 4 dollars per day; we found several acquaintances but they were in the same mess.

After remaining here about three weeks without employment, I finally met a man whom I had known in New York, who lent me enough to pay my board and get me to San Francisco, where, after various prospects and disappointments, I succeeded in getting my present situation: for which I thank God. There is a sample of luck in California—the »El Dorado» of the present age!

But you must not judge of this country by my case alone; many have succeeded, and done well. There is abundance of gold in the mines, but the hard labour, exposure, risk of health, and life, is *certain*, whereas the chance of finding a rich spot, is extremely uncertain. There has been, and still are many, and great opportunities, of doing well in trade. On my first arrival, I perceived that great profits could be made in trade, and if I had had only 1000 dollars, or even less to begin with, I should have been well off now. But such was not my fate. I see men around me now worth 20 and 30,000 dollars, who began to trade a year ago with 5 or 600 dollars. The profits were 4 and 500 per cent., and the capital turned almost every week, and sometimes daily. The dead stand-still of business, and the large amount of goods poured into the market this last winter knocked down the prices of many articles to almost nothing; and those who held on or bought up then, will make their fortunes this season. Prices have already advanced very much, and will continue to do so; emigrants are pouring in from all quarters, as numerously and even more so than ever; and until the tide ceases these great fluctuations will continue; understand they are chiefly in wholesale dealing, the retail prices are generally maintained throughout all these changes, this it is, that gives the careful traders the chance to grow rich in a short time. As respects your coming out here, if you are getting along any way comfortably, I should advise you not to think of it; but if not, then I should say come and take advantage of the onward progress of this *to be* great state and country. Once here and you are in the United States; four or six weeks will take you to any port of the Atlantic States by steamboats and rail roads. Only think of it!

The state of society here is peculiar, and will be so for some time, from the absence of female influence. The occupations of men are solely money getting, their recreations, riding, the theatres, drinking and gambling, this latter vice I never knew so universally practised, and so publicly, as it is in this country. It pervades all classes from the highest to the lowest. There is a bill before the legislature prohibiting it, what the fate of it will be I know not, for hardly a member is untainted with the vice.

It is somewhat of a problem, whether this territory be admitted into the union during the present session of Congress, on account of the clause in the Constitution prohibiting slavery, but we have our governor and legislature elected, and every thing goes on as orderly as in the old states, without any interference on the part of the general government. How far this may be considered constitutional by Uncle Sam, remains to be seen. Meanwhile we are enacting laws and living under them. The constitution is a well-drawn up article, wise and liberal in its provisions and gives universal satisfactfon. Long may the new state prosper! And now dear —I think you have a »pretty considerable» of a long letter from me, and if ever you get it, it will serve to settle old scores between us.

Extract from Messrs. Anning & Cobb's circular dated London, 3rd August, 1850—

Dry River Plate Hides—As our supplies continue extremely small, the transactions in this description of Hides are quite unimportant. Import and Stock 199 Hides.

Salted River Plate Hides—The market has continued in the same quiescent state as at the close of last month, and from the same cause. Buyers still curtail their purchases as much as possible, in the expectation of larger supplies, and a reaction in prices. The arrivals into this port are gradually increasing, and amount this month to 24,941 Hides. The stock, although still small, is also somewhat larger than at the end of last month, viz.:—39,850 Hides—only 5300 Hides have been sold at 3⅞d. to 4d. per lb. for very good heavy Ox, 3¼d. per lb. for light do., and 3⅛d. per lb. for Cow of ordinary quality.

Horse Hides—We are unable to notice the slightest improvement in these goods. During the month 17,800 salted and 1070 dry Hides have been offered at public sale, for which very low offers only were made, and consequently, nearly the whole were withdrawn. The sales comprise about 1400 dry Buenos Ayres Hides, av. 10 to 17 lbs. 4s. 3d. to 5s. each, and 4700 salted Buenos Ayres, av. 23 to 25⅞ lbs., 5s. 6d. to 6s. each, Colts 18¾ lbs. 3s. 9d. each, also 570 salted Rio Grande hides av. 28⅛ lbs., at 5s., Colts 3s. 8d. each. Imports 7094 Hides. Stock 55,445 Hides.

Sheep Skins—The transactions reported are 20 bales South American, fine wools at 7d. per lb.

Nutria Skins—We have no sales to notice.

Chinchilla Skins—The sales reported are 900 at 36s. per dozen.

Horse Hair—The sales of the month are to a fair extent, being 55 bales and 70 serons and bags. Long Tail Hair continues in good demand at very full prices, fair qualities may be quoted ½d. to 1d. per lb. higher as also good mixed. Short Hair is neglected. Cow Hair sells at late rates. The following are the prices obtained,—white and grey cut tails, middling to fair 2s. 6d. ditto stump tails 2s, ditto good mixed 1s. 8d. Cut tails, good 1s. 10¼d. to 1s. 10½d. fair to good 1s. 4½d. to 1s. 7¾d, middling to fair 1s. 1d. to 1s. 4d, ditto and manes 8½d. to 9d; stump tails, good 12¾d. to 13¾d, inferior 9d, fair to good mixed 10¼d., fair mixed 7½d. to 9d. slight mixed and short 6½d. to 7d., cow free from skin 8d. to 8¼d. Import 77 bales and 84 bags and serons. Stock about 100 bales and 40 bags and serons.

Horns—Buenos Ayres Cow 10 to 10⅝ oz. 18s. to 20s. 6d.

Bones—The sales have been 130 tons Buenos Ayres, perished Shanks and Carcase Bones, £3. 7s. 6d. per ton.

Tallow—In River Plate a fair amount of business has been transacted, the sales of the month being about 1050 casks, and 910 boxes. *Pure* Tallow has been in request, and some parcels have been sold at 40s. per cwt., which figure was also obtained in this market for about 100 packages lying in Liverpool.

MARINE LIST.

PORT of BUENOS AYRES

October 19.—Wind N. E.

Arrived, Prussian barque Bessel, 300 tons, C. H. Rentel, from Hamburg 1st August, to J. J. Klick & Co., with 30 spars, 1280 boards, 21 pieces mahogany wood, 200 demijohns, 1500 boxes and 1500 baskets gin, 20 lasts and 9 barrels coal, 25 pipes brandy, 1505 bars iron, 50 hams, 1 barrel do., 1 do. blocks, 7 do. zinc, 4 kegs herrings, 213 boxes soap, 11 do. hardware, 1 do. musical instruments, 7 boxes and 1 package Cologne water, 1 bale canvas, 235 boxes, 4 bales and 8 packages merchandize, 1 box cottons, 50 packages baskets.

Spanish polacre Union, 212 tons, Juan Mataró y Suris, from Matanzas 16th July, to Felipe Senillosa, with 552 boxes sugar, 11 pipes aguardiente, 18 boxes cigars, 85 doubloons, 9 patacones.

Tuscan polacre Romulo, 180 tons, Peter Sheppard, from Parnaguá 5th inst., to Adolfo Mancilla & Co., with 616 tercios and 631 half do. yerba, 295 bags rice, 11 do. coffee, 36 handspike handles.

National brig Jorge, 279 tons, Schaffer, from Antwerp 10th August, to Henry Solanet & Co., with 100 boxes wine, 30 do. hollow glass, 1 do. silks, 1 do. fire arms, 2 do. powder, 1000 empty demijohn, 3 boxes tobacco, 1 do. Cologne water, 2 bags coffee, 5 boxes liquors, 41 packages and 2 jars chemicals, 311 boxes, 542 packages and 131 barrels merchandise, 3 bags do., 19,992 cannon balls.

Sailed, Spanish polacre Primera Tigra, 139 tons, Ysidro Plat, for Havana, despatched by Henrique Ochoa & Co., with 2,101 quintals jerked beef, 100 boxes tallow, 150 dry ox and cow hides.

Spanish barque Joven Mariana, 253 tons, Bartolome Seguí, for Havana, despatched by Manuel Murrieta, with 5,808 quintals jerked beef, 150 dry ox and cow hides.

Brazilian brigantine of war Eolo, 3 guns, Lieut. Albin, for Montevideo.

Oriental brig Tigre, 200 tons, Hermenegildo Ydoyaga, for Buceo, despatched by Thomas Rousse & Co., with 240 fanegas salt, 25 dozen wooden shovels, 3 boxes drugs.

October 20.—Wind N. E., in the afternoon changed to E.

Arrived, National schooner Luisa, 121 tons, Muratore, from Buceo 19th inst., with a cargo of shells.

Passengers—4.

Sailed, Danish brigantine Gramm, 127 tons, Bandk, for Pernambuco, despatched by Freyer Brothers, with 2882 quintals jerked beef, 10 bales matting.

October 21.—Wind N. N. E.

Arrived, Brazilian brig Mafra, 270 tons, José Joaquin Diaz, from Rio Grande 14th inst, to order, with 1401 barrels sugar.

Spanish schooner Safo, 168 tons, Juan Arimon, from Barcelona 31st July, Malaga 23d August, to Henrique Ochoa & Co., with 217 pipes red wine, 180 quarter casks Malaga do., 20 pipes brandy, 98 barrels olives, 200 strings garlic, 60 boxes cod fish, 60 barrels tunny fish, 70 dozens brooms, 70 boxes soap, 10 bags rice, 10 do. anise seed, 50 do. juniper, 398 boxes raisins, 50 do. prunes, 15 bales white paper, 60 do. wrapping do., 3 boxes and 1 bale books, 8 pieces canvas, 20 loads earthenware, 180 doubloons.

Sailed, American barque Marion, 176 tons, Lowry, for Buceo and New York, despatched by Becher, Preuss, & Co., with 11,118 dry ox and cow hides, 652 calf skins, 259 slunk calf do., 1 bale deer do., 34,301 horns.

H. B. M. steamer Rifleman, Lieut. Com. Hitchings, for Montevideo and Rio Janeiro, with the mail for Falmouth.

October 22.—Wind N. E., at 5 p. m. changed to S., slight rain.

Arrived, British barque 29th May, 248 tons, John Godel, from Memel 2d August, to J. N. Bieber & Co., with 9859 pieces lumber, 1 box merchandize.

Passenger—1.

Brazilian brig Navegante, 250 tons, José Joaquin Gomez dos Santos, from Bahia 29th ult., to Felix Buxareo, with 145 pipes rum, 191 boxes and 24 barrels sugar, 6 boxes snuff.

Passenger—1.

Russian brig Argo, 205 tons, F. G. Bremer, from St. Ubes 22d August, to order, with 290 moyes salt.

Danish brig Triton, 150 tons, J. Y. Dall, from Santos 8th inst., to Wedekind & Co., with 653 barrels sugar, 361 bags rice, 9 boxes preserves 167 bags farina, 59 bags coffee.

Danish brig Ceres, 235 tons, Hans Heller, from Hamburg 12th August, to Bunge, Bornefeld & Co., with 318 rolls cordage, 50 barrels and 40 half do. tar, 120 bales oakum, 5 lasts coal, 5 tubs leeches, 100 boxes gin, 1 box snuff, 75 packages carpenter's tools, 1 box musical instruments, 30 boards, 1 box paper, 16 hogsheads brandy, 18 casks, 66 baskets and 419 boxes merchandize.

Sardinian polacre Industria, 160 tons, Pedro Antonio Ferro, from Genoa 14th August, to Antonio Dunoyer & Co., in ballast.

Passengers 141.

October 23.—Wind S. E., fresh

Arrived, Oriental schooner Cid Campeador, 122 tons, Ramon G. Panasco, from Buceo 21st inst., in ballast, to Federico Cibils, with 140 doubloons.

Passengers—4.

Sardinian brig Sultano, 260 tons, Juan Andres Porcella, from Genoa 5th August, to Bartolome Viale and Co., with 280 pipes and 40 half pipes wine, 16 casks spirits of wine, 120 casks & 300 boxes oil, 600 boxes vermicelli, 67 barrels sugar, 20 bags cummin seed, 10 do. anise do., 100 bales paper.

Danish brig Von Broek, 150 tons, F. Jacobsen, from Cadiz 26th August, to order, with 70 lasts salt, 83 bags rice, 10 boxes almond oil, 20 do. chocolate, 200 kegs olives, 14 bags beans, 2 boxes tobacco.

Brazilian brig Linda Flor, 178 tons, J. J. da Costa Fernandez, from Rio Grande 13th, Buceo 21st inst., to order, with 229 barrels white sugar, 120 do. brown do., 4977 cocoa nuts, 3,000 pieces fire wood, 106 pipes rum, 14 boxes cigars.

Passenger—1.

October 24.—Wind E. S. E., in the afternoon changed to N. E.

Arrived, Spanish schooner Isabel, 210 tons, Pedro Siches, from Tarragona 1st, Malaga 9th August, to Llavallol & Sons, with 332 pipes red wine, 80 half do. do., 36 barrels almonds, 15 do. pepper, 41 do. white wine, 26 bales whip cord 430 jars oil, 49 bales brown paper, 3,000 strings garlic, 2,000 bricks, 100 boxes soap, 1 do. silk garters, 2 do. ribbons and guitar strings, 1 do. silks, 100 lbs. saffron, 12 mill stones.

American ship B. Aymar, 435 tons, J. M. Carver, from New York 14th August, to Vicente Casares & Sons, with 100,000 shingles, 18,467 pieces lumber, 28 boxes, 83 bales and 1 cask merchandize, 1 box and 1 barrel blocks, 6 boxes paint, 4 half barrels varnish, 50 boxes matches, 1758 doubloons.

Sardinian brig Gentil Fanny, 223 tons, Juan Gaggino, from Genoa 17th August, to Negrotto with a general cargo.

Passengers—133.

Hamburg brigantine Norma, 135 tons, C. A. Preale, from Valparaiso 17th September, to J. N. Bieber and Co., with 50 bags cocoa, 50 do. cummin seed, 24 do. cocoa nuts, 1 seroon coffee, 25 do. hats, 1 box raisins, 564 seroons

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	J. N. Bieber & Co.	
Aug 10	Galliot Anna, Friederichs	144	J. N. Bieber & Co.	Antwerp.
Sept. 11	Brigantine Suerte, Juan B Vallaro	124	Ocampo and Risso	
" 30	Schooner Alexander, Alfred Wilde	123	J. C. Thompson and Co.	
Oct. 19	Brig Jorge, F. Schaffer	279	Henry Solanet & Co.	
	BRITISH			
June 30	Barque Santiago, Smith	255	Bayley Brothers	London
July 13	Barque Cherokee, James Caldwell	278	John Galt Smith & 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	Cape Verds.
" 26	Barque Leopard, George Shire	300	Samuel Hesse	Antwerp.
" 26	Brig Hyperion, William Scott	241	John Galt Smith & Co.	Falmouth
Sept. 13	Schooner Nora, Cloid	150	Bayley Brothers	London.
" 13	Brig Frisk, George Whiteway	181	Twyford and Co.	
" 14	Brigantine Ravenswood, Meicle	150	Duguid, Barton & Co.	Brazil.
" 15	Schooner Bosphorus, John Gibson	216	Turner and Co.	Antwerp.
" 15	Barque Chorister, Thomas Richards	276	Hughes Brothers	Plymouth
" 21	Barque John William Dare, James Walters	290	Samuel B. Hale	New York.
" 29	Barque Isabella, Thomas Grimsditch	221	James Carthy	Liverpool
" 30	Schooner Minatto, Charles Newmam	193	Nicholson, Green and Co.	
October 2	Lady Mona, William Perkins	196	James C. Thomen & Co.	
" 3	Brig Ann, Richard Blair	195	W. H. Henzell	
" 5	Brig Xarifa, F. Le Rossignol	208	Edward Lumb & Co.	
" 6	Brig James Mac Queen, Henry R. Condwell	262	John Best & Brothers	
" 22	Barque 25th May, John Godel	248	J. N. Bieber & Co.	
	AMERICAN.			
Sept. 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
" 15	Barque Panchita, Petersen	233	Henry J. Ropes	Do.
" 21	Ship Arvum, Richard Raukin	364	O. J. Hayes & Co	
October 4	Ship Sacsusa, Richard Grace	294	Samuel B. Hale	Boston.
" 15	Brig Chicasaw, George W. Mair	171	Samuel B. Hale	Boston.
" 24	Ship B. Aymar, J. W. Carver	435	Vicente Casares & Sons	Do.
	FRENCH.			
Aug. 21	Ship Sirene, Audon	270	Manuel Lopes & Co.	Havre
Sept. 13	Barque Moliere, Delamare	336	Llavallol and Sons	Havre.
13	Ship L'Armentine, Federico A. Estebé	213	C. Desarnaud	Buceo.
" 30	Barque José, Schmidt	206	Blas Despouy	Havre
October 1	Barque Guarani, Felix Larché	234	E. Ocho and Co.	Havre.
" 3	Barque Neptune, Benoist	232	Leon Caumartin	Do.
	SPANISH.			
July 17	Barque Angelina, Masone	245	Francisco Berdier	
Aug. 1	Barque Dos Amigos, Mariano Gorordo	259	Francisco Berdier	Havana.
" 24	Polacre Dorotea, Antonio Pages	208	Enrique Ochoa & Co	Havana.
" 30	Brig Henrique, Juan Barceló	161	Zumaran & Tresserra	Havana
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	Rio Janeiro.
" 13	Brig Joaquin, Gerardo Orta	248	E. Ochoa and Co.	
" 13	Barque Constancia, Pedro Sosvilla	203	Saturnino Soriano	
" 14	Barque Mercedes, Juan Oliver	255	Llavallol and Sons	Rio Janeiro
" 15	Barque Federico, Mariano Mora	258	Santa Maria, Llambi & Cambaceres	
" 29	Polacre Morenilla, Sebastian Urizar	140	Zumaran and Tresserra	
October 1	Brig Centinela, Miguel Guisande	200	Llavallol and Sons	
" 19	Polacre Union, Juan Mataro y Suris	212	Felipe Senillosa	
" 21	Schooner Safo, Juan Armon	168	E. Ochoa & Co	
" 24	Schooner Isabel, Pedro Siches	210	Llavallol and Sons	
	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.
Aug. 10	Polacre barque Corebo Secondo, José Serra	258	Jose Avegno	Do.
Sept. 21	Polacre S. Gio Battista, Juan Basso	182	Josè Avegno	Marseilles.
" 25	Polacre Tesseo, Domingo Camogli	130	Joshua Neggrotto	
Oct. 2	Polacre Union, Jose Maria Costa	151	Dunoyer & Co.	
" 12	Brig Graziosa Fanny, P. L. Tiscornia	202	Llavallol & Sons	
" 18	Brig Expresso, Agustin Ferraro	224	Adolfo Mancilla and Co.	
" 22	Polaere Industria, Pedro Antonio Ferro	160	Antonio Dunoyer & Co.	
" 23	Brig Sultano, Juan Andres Porcella	260	Bartolomé Viale	
" 24	Brig Gentil Fanny, Juan Gaggino	223	Negrotto	
	BRAZILIAN.			
Aug. 25	Schooner Bella Jovita, José Maria Pereyra	122	Adolfo Mancilla, and Co.	Brazil.
Sept. 3	Brig Sem Igual, Joaquin Gonsalez Lages	364	Antonio Romaguera	Bahia.
" 12	Brig Perena, José Antonio P. Alvarez	160	Antonio Fernando Ramos	Brazil.
" 13	Polacre Condor, C. Nuñez Oliveira	188	Wedekind & Co.	Do.
" 10	Brig California, Juan M. Olivera	182	José Marquez Sousa	Do.
October 1	Barque Princesa, José J. Finza	257	Felix Buxareo	Do.
" 3	Brigantine Pelicano, Antonio Cardoso de Silva	133	To order	Do.
" 6	Brigantine Bella Anita, José Gandulfo	144	Lezica & Co.	
" 21	Brig Mafra, José Joaquin Diaz	270	To order	
" 22	Brig Navegante, J. J. Gomez dos Santos	250	Felix Buxareo	
" 23	Brig Linda Flor, J. J. da Costa Fernandez	178	To order	
	PRUSSIAN.			
Sept. 12	Brig Graf von Arnim, Kruser	305	Zimmermann, Frazier & Co.	Antwerp
" 15	Barque Carl Friedrich, C. J. Woserow	365	Bunge, Bornefeld & Co.	Do
Oct. 19	Barque Bessel, C. H. Rentel	300	J. J. Klick & Co.	Do.
	BREMEN.			
October 8	Brig Arminius, Gerard Nordenhaltz	192½	Zimmermann, Frazier & Co.	
	HAMBURG			
Oct. 24	Brigantine Norma, C. A. Preale	135	J. N. Bieber & Co.	
	PORTUGUESE.			
Aug. 13	Barque Amazonas, Nicolas Repeto	200	José Coelho Meyrelles	Brazil.
Oct. 2	Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	Do
	SWEDISH			
Sept. 4	Brig Cecilia, Launsberg	365	Llavallol & Sons	Antwerp.
" 29	Brigantine Alert, F. E. Sundberg	170	Egg, Krutisch & Co.	Do.
	HOLSTEIN.			
October 6	Brig Dorothea, H. N. Diewitz	200	Freyer Brothers	New York.
	TUSCAN.			
Oct. 19	Polacre Romulo, Pedro Sheppard	180	Adolfo Mancilla & Co.	
	RUSSIAN.			
Oct. 21	Brig Argo, F. G. Bremer	205	Zimmermann, Frazier & Co.	
	DANISH			
Aug 9	Brig Ida & Emma, E. Diedrichsen	155	Charles R Horne	For Sale.
Sep. 121	Brigantine Cecilia Maria, C. T. Thomsen	132	Otte, Rosenthal & Co.	Hamburg.
" 23	Brig Thorvaldsen, J. Jessen	166	Otte, Rosenthal & Co.	New York
October 17	Brigantine Holstein, P. Mayer	134	Jose Coelho Meyrelles	
" 22	Brig Triton, J. Y. Dall	150	Wedekind & Co.	
" 22	Brig Ceres, Hans Heller	235	Bunge, Bornefeld & Co.	
" 23	Brig Von Brock, F. Jacobsen	150	Charles R. Horne	
	BELGIAN.			
Sept. 5	Brig Budget, Brarens	141	Diego Calvo & Sons	Antwerp
	HANOVERIAN.			
Sept. 2	Galliot Elise, Mathias Olthaus	120	J. N. Bieber & Co.	Antwerp.

FOREIGN VESSEL OF WAR IN PORT.

FRENCH—Brig Hussard, Capt. Dedilot.

tobacco, 50 pipes and 65 quarter casks Spanish brandy, 4 packages and 5 boxes merchandize, 4 trunks clothing, 2 tins cocoa nuts, 1 package hats, 404 doubloons.

Sailed, French barque Casimir, 227 tons, Dumanoir, for Havre, despatched by Dunoyer and Co., with 1527 salted ox and cow hides, 8104 dry do. do., 1534 salted horse hides, 40 bales wool, 12 do. sheep skins, 1 bale ostrich feathers.

Brazilian brig Simpatia, 144 tons, Candido J. F. Goulart, for Brazil, despatched by Narciso Martinez & Sons, with 2,525 quintals jerked beef, 25½ pipes mares grease, 6 do. melted do., 20 dry ox and cow hides.

Brazilian brig Careijoo, 245 tons, José Pereyra de Araujo, for Brazil, despatched by Adolfo Mancilla & Co., with 3,475 quintals jerked beef, 100 dry ox and cow hides.

October 25.—Wind S. W., at 0 30 p. m. changed to E.

Arrived, British brig Creole, 281 tons, James P. Avery, from Liverpool 14 August, to John Best and Brothers, with 256 boxes and 432 bales cottons, 16 boxes thread, 27 bales and 44 boxes linens, 5 bales shawls, 1 box prints, 1 do, girdles, 6 do. hosiery, 13 boxes and 15 bales woollens, 100 tons coal, 250 boxes tin, 8 casks zinc, 1 cask lead pipes, 1570 bars and 360 bundles iron, 8 stoves, 4 pairs bellows, 90 bundles spades, 10 do. spits, 25 do. axes, 3 boxes and 40 casks hardware, 3 do. earthenware, 3 boxes and 9 casks hollow ware, 8 pipes brandy, 1 carriage, 4 boxes saddlery, 1 do. dressed leather, 11 do. clothing, 12 anvils, 2 boxes furniture.

Sailed, Brazilian brig Sem Igual, 364 tons, Joaquin Gonzales Lages, for Brazil, despatched by Antonio Romaguera, with 4503 quintals jerked beef, 100 dry ox and cow hides.

British barque Ipswich, 235 tons, Phillip Asplet, for London, despatched by Edward Lumb & Co., with 3,511 salted horse hides, 3,499 do. ox and cow hides, 1,090 dry do. do., 100 pipes tallow, 12 bales and 159 seroons horse hair, 40 bales sheep skins, 10 tons bones.

Portuguese barque Amazonas, 203 tons, Nicolas Repetto, for Brazil, despatched by Josó Coelho Meyrelles, with 3043 quintals jerked beef.

Sardinian schooner Ninfa, 122 tons, José Barboro, for Buceo, despatched by Ocampo and Risso, in ballast.

British brig John Robinson, 247 tons, John Barras, for Cape Verds, in ballast, despatched by James McDonnell.

Sardinian luggar Fama, for Montevideo.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
Oct. 19,	Nativitá di Maria,	N.N.W.,	2 p.m.
» 20,	Plata,	N. by E.,	3.30 a.m.
» »	Joven Mariana,	N.	4.30 »
» »	Primera Tigra,	N. by W.	7 0 »
» »	Tigra,	N.N.W.	11.0 »
» 21,	Gramm,	N. E.,	midnight.
» 22,	Marian,	»	2 a.m.

SHIPPING MEMORANDA

ARRIVED AT LIVERPOOL.

Aug. 18, Ada, Amy, hence 19th May.

AT FALMOUTH.

Aug. 16, Sarah, Lamb, hence 14th June.

AT SCILLY—ST. MARY'S.

Aug. 14, Marvel, Follett, hence 26th May, and sailed 15th for Plymouth

AT ANTWERP.

Aug. 19, Guillermo, Schultz, hence 12th June.

AT HAVANA.

July 25, Merced, Cabrujas, hence 21st April.
» » Pezinka, Austrick, hence 14th April.

AT MAURITIUS.

June 1, Caribbean, Cockton, hence 31st March.
» 7, Eugenie, Beauvais, from Ensenada.

Cleared at Liverpool August 19th, Commonore, Asplet; Mercutio, Sewell; both for Buenos Ayres.

Sailed from Bordeaux Roads, August 14th, Bonne Jenny, Aubert, for Montevideo.

BIRTH.

On the 18th inst., Mrs. Wildner, of a daughter.

MARRIED.

On the 24th inst., by the Rev. Henry Faulkner, Mr. William C. Thompson, to Miss Amy Barton, both of this city.

DIED.

On the 25th inst., from apoplexy, Mr. Archibald Watson, aged 58, a native of Kelso, Roxburgh shire, Scotland. The awful suddeness of this visitation has cast a deep gloom over a wide circle of friends and acquaintances. After a day of active employment in his accustomed avocations, he retired, apparently in perfect health and cheerfulness, to the couch of rest,—to the bed of death! What an impressive emphasis does such an occurrence give to the solemn admonition,—"Be ye also ready, for at such an hour as ye think not, the Son of Man cometh!"

N. B.—His funeral will take place at half past 4 this afternoon, from the residence of Mr. George Bell, No. 64 Calle San Francisco.

Advertisements.

FURNISHED ROOMS AND BOARD.

The above may be had by applying at No. 6 Calle Piedad, half a square from the Alameda.

Mr. Edward Frahil, Carpenter, Is requested to call at Calle la Merced, No. 50, about business he knows of, if not, other measures will be taken to find him.

Wanted,

A vessel to proceed from Montevideo to Panamá to carry the cargo of the American barque "Olof Wyk," condemned. Said cargo consisting of 485 tons of coals, 56600 superficial feet of Lumber, 500 bags of charcoal, and about the bulk of twenty tons of other articles.

Proposals to be made to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

October 19th, 1850.

Line of Packets.

For Havre de Grace.

Passage Only

The renowned, very fast sailing, and in every respect superior A. 1. coppered and copperfastened French Packet barque

"Guarani,"

of 234 tons Register, P. F. Larché, commander,

This splendid vessel is celebrated for her quick passages, the comfort of her accommodations and the good treatment bestowed upon those who have taken passage by her.

She can still 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 his consignees Messrs. E. Ochoa & co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

For Havre de Grace.

The very superior, new, coppered and copperfastened, and remarkably fast sailing, A. 1. French barque

"Neptune."

of 232 tons, register, F. Benoist, commander,

Is quite a new vessel, built on the most approved plan, and now on her first voyage.

She has the greater part of her cargo engaged and will be despatched 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. For freight of a few wet salted hides and about five thousand dry hides or equivalent in bales, be pleased to apply to her consignee *Monsieur.* Leon Caumartin, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

For Antwerp.

The remarkably fast sailing, and very superior, 12 year A. 1. British schooner

Bosphorus,

216 tons pr. Register
John Gibson, Master.

This excellent little vessel is well known in the trade for her very quick passages and other good qualities, and should command a preference of any cargo going.

She has room for from 4 to 5000 dry ox and cow hides, or equivalent in Bales, and would take at a low freight from 15 a 20 tons of wet salted hides as ballast and horns sufficient for dunnage.

She has good accommodations for Passengers to whose comfort during the voyage, due attention will be given.

For terms of freight or passage, apply to Consignees Messrs. Turner & Co, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquisto.

Oct. 19th 1850.

Buenos Ayres Total Abstinence and Beneficial Society.

A general meeting of the members is called for Tuesday evening 29th instant, at the Temperance Hall for special business, which the Committee will then bring foward.

A FEATHER BED.

To be sold, a four-post Bedstead with straw mattrass, hair mattrass, feather bed, and feather bolster, belonging to an English family, who have no further use for it. Apply to Calle de las Piedras, No. 99.

To Let,

To single gentlemen, two rooms in an English house, Perú, 143.

FOREIGN AMATEUR RACING SOCIETY

All parties having claims against the above Society are requested to send in their accounts immediately to the Treasurer, *No* 70, Calle Santa Clara, that the same may be examined and discharged.

Buenos Ayres October 25th, 1850

Hibernia Hotel and Coffee House.

The undersigned has the honour to inform the Public that he has just opened the above establishment at No. 26 Calle la Piedad, one square from the river, and from his long experience in the capacity of Cook and Steward in some of the first English houses in the country, and his unremitted attention to business and moderate charges, hopes to give satisfaction and secure a share of public patronage.

JOHN GEOGHEGAN.

N. B. An ordinary every day at 3 o'clock. Breakfasts prepared on the shortest notice. Wines and liquors of the first quality always on hand

Removal.

Mrs. and Miss Wilson respectfully inform their friends and the public that they have removed their school from No. 85 Buen Orden, to the Altos corner of Victoria and Buen Orden, next door to 131 Calle de la Victoria.

Notice.

Mr. Augustus Powell, from Liverpool, (having received competent permission) begs leave to inform his friends and the public he intends opening a school for the education of children where he purposes imparting to youth the usual branches of an English education. A. P. having had many years experience in England, hopes by strict attention to the moral as well as intellectual studies of those intrusted to his care to merit a share of the public patronage and support.

N. B.—An evening school Mondays, Wednesdays and Fridays from half past 6 till half past 8 o'clock.

Terms may be obtained at the school room No. 109 Calle Reconquista (formerly Calle Paz) where Mr. P. attends daily from half past 2 tile 4 o'clock and from 5 till half past 6.

Due notice will be given of the time when the school will be opened.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig "Xarifa," 208 tons, F. Le Rossignol, commander, is a remarkably fast sailing vessel A. 1. at Lloyd's, and well known as a regular trader, has a considerable portion of her cargo engaged, and will load the greatest part in the inner roads, she has superior accommodations for passengers, and offers a first-rate conveyance.

Consignees Messrs. Edward Lumb & Co.

FOR LIVERPOOL.

British Barque "ISABELLA," 221 tons Grimsditch Commander, is A. 1. at Lloy's well known as a regular trader as well as for the good delivery of her cargoes, has a considerable portion of her cargo engaged, is now loading and will take a great portion in the inner roads. She has excellent accommodation for passengers.

Consignee James Carthy. Esquire.

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 "James Mac Queen," 283 tons, Richard Condly, commander, A. 1. at Lloyd's, is chartered to sail for the above port and is warranted to have quick despatch. Her accommodations for passengers are most excellent.

Consignees Messrs. J. Best & Brothers.

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.

Prussian brig "Graf von Arnim," 200 tons, Kruser, commander. Has all her cargo contracted for and is warranted to have quick despatch, has excellent accommodation for passengers.

Consignees Messrs. Zimmermann, Frazier & Co.

FOR FALMOUTH.

British schooner "NORA," 156 tons, Cloyd, commander, A. 1. at Lloyds, a remarkably fine and fast sailing vessel is chartered to sail within a limited time, and has only disengaged room for passengers, for whom she has splendid accommodations.

Consignees Messrs. Bayley Brothers.

For Havre de Grace.

French barque "MOLIERE," 336 tons, Delamere, 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 barque "José," 266 tons, Schmit, Commander, has already engaged a considerable portion of her cargo, she is warranted to be despatched in the beginning of the month of November, and has still room for a few tons on freight. Her accommodations for passengers are excellent and the captain offers excellent treatment to any persons who should make a passage with him.

Consignee Blas Déspouy, Esq.

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 brigantine "Alert," 170 tons, F. E. Lundberg, commander, is A. 1. at Lloyd's, a first rate opportunity to shippers, is now loading in the inner roads, and has only disengaged room for a few tons of light freight.

This vessel has most excellent accommodations for passengers, and is a fast sailer.

Consignees Messrs. Egg, Krutisch & Co.

National brig "Jorge" 270 tons, J. F. Schaffer commander, is A. 1. at Lloyd's a fast vessel and well known in this trade for the good delivery of her cargoes, has engaged all her cargo, and will have quick despatch. She has superior accommodations for passengers.

Consignee H. Solanet, Esq.

Sardinian polacre "Union," 150 tons, J. M. Costa commander, has possitively engaged all her heavy freight and a great portion of her light freight, she has still room for 2000 dry hides or equivalent in bales.

Consignees Messrs. A Dunoyer & Co.

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.

The very fine fast sailing clipper built, British barque, "LEOPARD," 300 tons register, George Sbire, commander, is A. 1. at Lloyd's for 13 years, and only 2 years old has proved herself to be one of the fastest vessels afloat and is acknowledged to be one of the finest in the trade, has possitively engaged the greatest part of her cargo, has still disengaged room for about 5000 dry hides and 1000 salted hides, the latter will be taken at a moderate rate of freight. This vessel's accommodations for passengers, exceed those of any other vessel in port, and persons about going to Europe will do well to avail themselves of this superior opportunity, as such rarely offers.

Consignee Samuel Hesse, Esq.

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 brig "Lady Mona," 196 tons, Perkins, commander, A. 1. at Lloyd's, a superior little vessel, and well known for her swift passages, offers a superior opportunity.

Consignees Messrs. J. C. Thompson & Co.

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

John Higginbothom,
Licensed Ship Broker,
No. 30, Calle Reconquista.

October 26, 1850.

JUDICIAL
Advertisement.

By order of the Judge of the First Instance in Civil Cases, Doctor Don Manuel Mancilla, it is hereby made known to all persons indebted to the Tinsmith's Establishment, belonging to the late Mr. Benjamin Williams, that the payment of all documents contracted with said establishment, previous to the 2nd of November, 1848, must be made to the Widow and Executrix of said Mr. Benjamin Williams; it being understood that all payments made to other parties will be considered, null and void, and persons so paying will be compelled to pay a second time.

Buenos Ayres, 30th September, 1850.

ADOLFO CONDE,
Notary Public.

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.

BUENOS AYRES
☞ TOTAL ABSTINENCE
AND
BENEFICIAL SOCIETY. ☜

The Members of the above Society are informed that Tickets for the Tea Party on the 19th of November may be had at

Mr. Moore's, Saddler, 96 Calle Merced.
" Southern's, Saddler, Calle Balcarce.
" Helsby's, Daguerreotypist, 39 Calle Victoria.
" White, Bookseller, 89½ Calle Merced.

An early application is requested to enable the Committee to make definite arrangements.

Tiffin & Hardy,

WHITE SMITHS, BELL HANGERS, CUTLERS, 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 businesses in all their branches, and trust by unremitted 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.

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

For New York,

The splendid fast sailing A. 1. British barque

John William Dare,
290 tons register,
James Walters, commander

Has the greater portion of her cargo engaged and going on board, and has only room for 2000 salted hides and 150 bales which if immediate application be made to the undersigned Broker, will be taken on moderate terms. Her accommodations for passengers are very spacious.

Messrs Samuel B. Hale & Co.

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 HAMBURG.

The beautiful well known trader Danish Brigantine "Caecilie Marie," 132 tons Register, Capt. C. F. Thomsen, has the greater part of her cargo engaged and only disengaged room for 1000 Dry, and 300 Salted Hides, which will be taken at very moderate terms.

Her accommodations for passengers are excellent.

Consignees Messrs. Otte, Rosenthal & 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 the foregoing vessels apply to

Richard Sutton, Jun.
Ship Broker,
No. 14 Calle La Reconquista.

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,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

Sept. 20, 1850

ENGLISH BOOKS

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

Alison's History of Europe, 4 vols.; the American in England, 1 vol.; Agnes, and other Tales, 1 vol.; Life of Bruce, the Scottish hero, 1 vol.; Baxter's Saint's rest, 1 vol.; the Commander of Malta, 1 vol.; Chapters in the History of a Life, 1 vol.; Captain Kyd, 1 vol.; the Count of Morion; the Countess of Morion, 1 vol.; Count Julian, 1 vol.; D'Aubigne and his writings, 1 vol.; Evelyn, 1 vol.; Facts and Fiction, 1 vol.; Fatherless Fanny, 1 vol; Search for a Gold Mine, 1 vol.; Popular Geography, Mysteries of the Heaths, 1 vol.; Heiress, 1 vol.; Journeyman Joiner; Life of Sir Walter Scott, 1 vol.; Life of Washington; Life of Paul Jones, 1 vol.; Loiterings in Europe, by J. W. Corson, 1 vol.; Travels in America, by Theodore Dwight, 1 vol.; Living Orators in America, by E. L. Magoon; Travels in Italy, by J. T. Headley, 1 vol.; Robertson's History of America, 1 vol.; Smith's Wealth of Nations; the Orators of France, by the Count de Cormerin, 1 vol.; Johnston's Lives of the Poets, in 1 vol.; Robertson's History of Scotland; The complete works of Robert Burns; The Czar, his court and people, including a tour in Norway and Sweden, by J. S. Maxwell; Travels in Italy, the Alps and the Rhine; Life of Oliver Cromwell by J. T. Headley; Life of William Wallace; Memoirs of Louis Napoleon Bonaparte; History of the United States; Travels in Mexico during the years 1843 and 1844, including a description of California, mining districts &c; Notes of a Tour through Turkey, Greece, Egypt and Arabia Petræa; Notes of Travel in California comprising the prominent Geographical, Agricultural, Geological and Mineralogical Features of the Country, from official reports; Burns, as a Poet, and as a man; a Visit to Constantinople and Athens; The Panorama of Science; History of London from the earliest period to the present time; History of Useful Inventions; The Mechanic's Own Book; A Tour through Armenia, Persia and Mesopotamia; Observations in Europe, by Dr. Durbin; Journal of an African Cruiser, Life on the Ocean, or thirty years at sea; Clark's Travels in Russia, Tartary and Turkey: a Summer in Scotland, by Jacob Abbott; Rural Letters, by N. P. Willis; The History of Mary Queen of Scots; Theatrical Biography; Tristram Shandy; Citizen of the World, by Goldsmith; Mysteries of New York; The Chevalier of Maison Rouge; Self Control by Mrs., Brunton; Sight in the Gold Region; Proverbs for the people; Goldsmith's History of England with a continuation to the present time; Johnson's Dictionary, pocket edition; Book of Games and amusements for boys and Girls, The wonders of nature and art.

Notice.

All persons indebted to Mr. James McDonnell for their passage, who have been now in this country upwards of two years, are requested to pay the amount within the present month, and are hereby informed that if they do not comply with this requisition, 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.

Situations Wanted.

A middle-aged Englishman and his wife want situations; the former as land or house steward, the latter as cook, housemaid, or to take care of children.

Apply at Mr. George Fitzpatrick's, No. 36, Calle Piedad.

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.

Neither the Master nor Consigness of the British Brig "James MacQueen," will be responsible for any debts contracted by the crew of said vessel.

Buenos Ayres, 7th October, 1850.

For Sale,

At No. 34, Calle de la Piedad, a complete assortment of Paletots, adapted for the present season, and at reasonable prices.

BENNET'S SYSTEM OF PRACTICAL BOOK-KEEPING

Comprehending all the modern improvements in the practice of the art, a few copies

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

A plot of rich ground, nearly a square, with a rancho and well, in the neighbourhood of the city, to let on joint account to a persen capable of cultivating it.

Apply at No. 44, Calle de las Piedras.

To Let,

Two rooms in a German house—only German or Englishmen need apply. Maypú 126.

Also for sale 3 horses.

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 at the British Consulate in this City, previous to the date hereof, must be brought to this office for examination and renewal on or before the 15th day of November next, as after that day none will be considered valid, bearing a previous date.

Natives of Gibraltar and of the other British Colonial Possessions will be attended to at this office every day between 3 p.m. and 4 p.m., and all other classes of British subjects every day from 10 a.m. until noon.

British Consulate,
Buenos Ayres, 10th October, 1850.
Martin T. Hood,
H. B. M's. Consul.

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, platted	lb	6½	á	7
" loose	do	4	á	4½
HAIR.—Duty, 4 per cent.				
Horse, short	arroba	32	á	33
" mixed	do	42	á	48
" long 18 to 24 inches	do	80	á	105
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal		25	á	28
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.		50	á	52
Matadero, country, 25 to 30 lbs. av.		42	á	48
For Spain, per 35 lbs		46	á	48
" North America, per do		44	á	45
Of all stake	per do	38	á	44
Salted ox, 60 lbs. av, per 60 lbs.		42	á	43
Do. " 63 lbs. and above do.		44	á	48
" cow 45 to 48 lbs. average do		37	á	39
" " 50 lbs. and above do.		37	á	39
Horse, salted, each		6¼	á	7 rs. sil.
" dry	do	12	á	14
HORNS—Duty, 4 per cent.				
Ox	thousand	900	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.		48	á	50
Chinchilla, per dozen				
Goat	per do	—	á	—
Nutria	per lb	5	á	6
Sheep, washed, fine and ordinary	dozen	38	á	40
Do. dirty	do	32	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.		23	á	25
Grease and tallow	do.	—	á	23
WOOL.—Duty free.				
Ordinary, washed	arroba	none.		
Do. dirty	do	"		
Mestiza, washed	do	"		
Do. dirty	do	"		
Fine, washed	do	"		
" dirty	do	"		
Cordova, washed		27	á	28 rs. sil.
Do. dirty		none.		

MONEY MARKET.

EXCHANGE, England, in currency, 3¼d. p. dol.
Do. do. in specie 75 á 76s. per oz.
Do. France, do. do. nominal.
" Montevideo par
" Rio Janeiro, 1½ á 1¾ per cent. prem.
" United States 7 per cent. discount

The highest rate of Exchange upon England during the week, 76s. per ounce, cash.
The lowest, 73s. per ounce.

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

BULLION—Spanish doubloons.... — á 242
" Patriot doubloons .... 240 á 241
" Do. Dollars 15
" Spanish do. & Patacones á 15½
" Plata Macuquina..... á 13½

The highest price of Spanish doubloons during the week 244
The lowest 236
The highest price of Patriot doubloons during the week 242
The lowest 234
Permits for shipping specie, prem. per cent. á

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70s. per 2240 lbs.	35s. p. 2240 lbs.	In box. 35s. In pipes 35s } per 2240 lbs.	Wool Hair } 25s.	nominal.
France......	70 fs.& 10p. cent. per 900 k.	40 f. per 1000 k.	40 fs. p. 1000 k.	60f. p. 42 cubic ft.	
Continent....	85s. á 90s & 5 p. cent. p. 2240 lbs	10s. & 5 p. cent. p. 2240 lbs.	........none..........	40s. p. 40 ft	nominal.
Spain....	$20 & 10 p. cent. per 2000 lbs.		.........none.........		
United States	½ ct. &5 p. ct. p. lb.	½ ct &5 per cent.	.... none	$1½ á5 &5p.ct 40c. ft.]	3rls. p. 100 nominal nothing doing.
Rio Janeiro..	.....none	.......none	.........none	...none......	
Havana	.....none	.......none.....	.........none	..... none......	

George Thomas, Responsible Editor