BRITISH PACKET AND ARGENTINE NEWS.

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BUENOS AYRES.

BRAZIL.

(*Concluded*)

In nothing have Brazilian Statesmen shown a more lamentable want of previsión, a more contemptible degree of fatuity, than in their intermeddling and aggressive policy with respect to the Argentine Province of Paraguay. Under the mask of a professed friendship towards the Confederation, Brazil has for years been assiduously cultivating clandestine and illicit intimacies with that remote Province. Time has at last revealed the object; and a more disgusting compound of ingratitude, hypocrisy, cupidity and imbecility was never submitted to the verdict of an impartial and inexorable public.

At the very time when the Imperial Cabinet was publicly thanking General Rosas, for the services he had rendered in upholding the integrity of the Empire, it was employing all the resources of intrigue and treachery, in undermining the stability of the Confederation. Having first instigated the inexperienced and imprvident Paraguayans to revolt, Brazil was the first to hand the rebellious act, the first to welcome and recognise the *bastard* declaration of independence; thereby sanctioning, so far as her example was [illegible] berment of this Republic!

Not content with her own precipitate and unwarranted act, Brazil must needs become the chaperon of the *unfledged bantling*, defending its conduct, and advocating its cause before the Argentine Government, and inciting foreign and neutral powers in Europe and America, to second and imitate her *brilliant* example. And all this, for what? *to clip the wings of a rival*; to raise a cordon of petty States around the south-western frontiers of the Empire, to save it from the apprehended shocks and collisions of the Argentine Confederation;—petty States, over which Brazil may domineer in the mean time with impunity, and absorb when the fitting opportunity arrives; realizing, in imagination at least, the day-dream of Brazilian Statesmanship, by claiming the Plate and the Paraná, as the western boundary of the Empire!

Every independent state is entitled, nay bound, to provide for its own security; to consult its own interests, present and prospective; and to develope its own resources to the very utmost;—but all this may and must be done by "fair and honourable means."

The abstract merits of the original question, between the Confederation and Paraguay, have little to do with our present argument. Whatever they may have been, Brazil had no right, no lawful interest at stake; no compromise of any kind, that could justify her interference. Neutrality was doubly due from her; on the score of justice, and the score of gratitude; and, we may add, on the score of self-interest also. "Those who live in a house of glass, should not indulge in the frolic of throwing stones;" and nations, the same as individuals, should bear in mind the golden rule of "doing unto others, as they would that others should do unto them." No state in Christendom is more deeply interested than Brazil in maintaining the *statu quo*; and the day may come when her conduct in Paraguay may be brought forward as a very inconvenient precedent against herself.

In this age of free inquiry and free discussion, it is impossible to carry out a mere system of deception and intrigue, and dear bought experience might have purged Brazilian diplomacy of that unfortunate leaven of jesuitism. At Washington and Vienna, at London and Paris, the Imperial diplomatists have been caught in their own toils; and the assassin blow, aimed at the heart of an unsuspecting, because an unoffending neighbour, has recoiled with deadly effect on their own guilty heads.

Were further proofs required of the deep-seated corruption of Imperial statesmanship and diplomacy, and of the social disorganization of the Empire, they may be found in abundance, rank and poisonous, in the incidents connected with the recent vandalic incursions of the Baron de Yacuhy.

An officer of high gradation in the Imperial army, collects, arms, and organizes an invading force, in open day and in presence of the Imperial authorities; and when the dastardly act has been consummated, no one dares to punish, scarcely one dares even to censure the audacious offender. Nay, in the Chambers of Brazil,—the sanctuary of law, justice, truth, order and decorum,—the rebel chief finds apologists, the titled marauder, eulogists and partisans! What must we expect in the inferior grades, in the ignorant masses of Brazilian society, when their legislators preach rebellion,—their Senators applaud crime,—and their Statesmen patronise anarchy!—Verily, "*the wicked are like the troubled sea, when it cannot rest, whose waters cast up mire and dirt.*"

No country was ever worse prepared for engaging in a foreign war than Brazil at the present moment. All the bands of social life are relaxed, and the frame work of the Empire tottters, from innate debility, to its very foundation. Mutual co-operation implies mutual confidence; and that confidence cannot exist where [illegible] order, discipline and subordination are unknown; and where the cry of the oppressed and brutalised African drowns the imperious voice of his self-blinded and infatuated master.

But we have no relish for speculating on the probable or inevitable consequences of a collision, that we trust Heaven, in its mercy to poor suffering humanity, may yet avert: and on quitting for the present this unwelcome topic, we bequeath to our Imperial neighbours the short but friendly advice,—To think less on territorial aggrandisement and foreign alliances, and more on internal union and self reformation.

An official advertisement was issued from the Police Department on the 2d inst., by which due observance is recommended of the following articles of the Decree of 12th December, 1832, relative to the festival of Saint Martin.

Article 4th—During the novena all the workshops, retail shops, taverns, grocery and liquor stores, &c., &c., shall be closed every day from half past 8 until 10 o'clock in the morning; under penalty of a fine of 25 dollars.

Article 5th—On the night of the vespers and that of the day of the Saint (10th and 11th inst.) every person of whatever class or condition, shall illuminate the front of his house to the street in the usual manner, from 8 until 11 at night.

By the French barque *Universel*, arrived here on the 4th inst., we have received Havre journals to the 9th of September. The intelligence by this conveyance is consequently a few days later than that we may shortly expect by the *Spider*; the *Crane*, with the mails from Falmouth for the River Plate, having reached Rio on the 25th ult. The news is unimportant. H. M. Queen Victoria having returned from her trip to Belgium proceeded on the 27th to Scotland; and was at the date of the last advices at Holyrood-house, having in the meantime payed a visit of condolence to the family of the ex-King Louis Philippe, at Claremont. The measure abolishing Sunday labour in the Post Office had been rescinded in consequence of the serious inconvenience it occasioned throughout the Kingdom. The submarine telegraph between Dover and Calais was, as we stated in our last, established on the 29th; the details of this important operation, as given by the *Liverpool Mercury*, will be found in another column. We have, however, to remark in connection therewith that the wire subsequently gave way, the communication being thus interrupted. In order to provide against a recurrence of the accident in future, it was intended to lay down on the next occasion several wires at once, and it was expected that by the 20th of September the telegraph would be in full operation. General Haynau, whose conduct during the late struggles in Hungary has been so loudly censured by the press, met with a rather rough reception at the hands of the artizans in the employ of Messrs Barclay and Perkins, whose far-famed brewery he had gone to visit, in company with two other Austrian officers. It appears that on its being known by the workmen that General Haynau was in the establishment, they quitted their labours, and, surrounding him and his companions, abused them in such a manner that they were obliged to make an expeditious retreat. On getting once more into the street the General was no better received, for the noise in the establishment had attracted a crowd of coal heavers and others, by whom he was hooted and pelted till he was obliged to take to his heels, and obtain refuge in the upper story of a building in the vicinity of Bankside, whence he was finally extricated, and the mob dispersed by the efforts of the police.

The President of the French Republic, after returning from his tour in the eastern departments, where, with two or three exceptions, he was most cordially received, proceeded on the 4th of September to Cherbourg. Numerous departments had presented petitions praying for a revisal of this constitution.

Austria has finally given in her adhesion to the protocol signed at London on the 2d of August, in reference to the affairs of Denmark.

In regard to the latter kingdom and the Duchies things remain in the same state; in the mean time the Admiral in command of the Russian fleet in the Baltic has given notice, that any vessels bearing either the German flag or that of the duchies, which shall venture into the open sea, shall be treated as pirates by the Russian forces. All differential duties between Denmark and Schleswig had been abolished.

General Don Jose de San Martin, one of the most illustrious, talented and successful champions in the glorious cause of South American independence, died on the 17th of August last at Boulogne-sur-mer, in France. In him the Argentine Republic has lost one of her worthiest sons, one of her noblest benefactors!

Letters by the *Universel*, from a most respectable party in France, inform us of the significant fact that Mr. Lahitte, Minister of Foreign Affairs, had manifested himself highly satisfied with the terms of the Lepredour Convention. As the Assembly would not meet before the middle of November, it could not of course be laid before that body until then.

UNITED STATES.

To the important intelligence contained in the following interesting article, from the *Boston Atlas* of the 10th of September, we have but little to add. Professor Webster, convicted of the murder of Dr. Parkman, was executed in the jail-yard at Boston on the 30th of August.

The celebrated vocalist Jenny Lind, arrived at New York in the beginning of September. A series of concerts were announced; the first to be given at Castle Garden on the 11th. The seats were sold by auction, the first choice seat fetching 225$; the prices given for the remaining number of the first 300 averaging from 25$ to 5$.

CALIFORNIA AND NEW MEXICO.

The electric telegraph has already apprised our readers that the great—he all-absorbing questions of the day have, by the action of the House, been finally adjusted. With a rapidity which has taken every one by surprise, the successive passage of these momentous bills have followed close upon each other's heels. The passage of the Boundary bill of Mr. Pearce, with a territorial government for New Mexico, has been followed, after only the most brief interval, by the passage of a bill giving a territorial government to Utah, and by the admission of California, as a free State, with her free Constitution, her territory undiminished, and her boundaries as she herself has fixed them. The last is the great crowning act in this important political drama, and reconciles us, in part at least, to much we wish had been otherwise in the adjustment of these important questions. California is admitted as a free State. That important point is gained. A question of momentous importance has therein been adjusted in the most satisfactory manner, so far as that question alone is concerned. It is true that this act of justice has been long improperly delayed. We had it with none the less satisfaction on that account. The whole Pacific shore, from the farthest northern point of Oregon to the extreme south of California, is for ever secured to freedom! That at least is something substantial gained in this great struggle. Happen what may elsewhere, we at least can rejoice over thus much gained. It is, indeed, a momentous, a glorious result. We cannot well over-estimate its importance in all coming time. California, destined, probably even in our day, to become the largest and most powerful State in our confederacy, is for ever secured to freedom. The whole Pacific shore is unpolluted by Slavery. Thus much at least is secure. The rest is yet before us to gain or to lose, as the North shall prove true or false to her duty.

The boundary question between New Mexico and Texas has been adjusted—not entirely as has been wished but still much more satisfactorily adjusted than we at one time apprehended it might be. New Mexico retains all her inhabited territory, and if we may rely upon the best information, all the inhabitable territory that ever belonged to her. It is true that she parts with a large tract of land claimed as hers; but if, as we believe, this is not only without inhabitants but destined to remain so in all coming time, by its sterile and unproductive nature, the objections to this division lose nearly all their importance. It is but a small sacrifice in so great and important an adjustment.

We cannot, however, dispute how much our gratification at the adjustment of the boundary question is alloyed by the incorporation with it of provisions for a territorial government for New Mexico, without any prohibition of slavery. This great, we hope it may not prove to have been a fatal, omission, turns our rejoicing, if not into deep grief, certainly into painful and anxious apprehensions for the future. It makes an uncertainty where we might and ought to have had a certainty. It keeps open the agitating question of freedom or slavery in New Mexico, which might and ought to have been decided now in favor of freedom. We had hoped that the House of Representatives, in which is a majority of fifty northern men, would have consented to no territorial government, in which the curse of slavery was not securely guarded against. In this we have been most painfully disappointed. It remains now only with the people of New Mexico themselves to determine as the people of California have done before them, that this great evil shall be kept from their borders. If they will but do this, and we have great confidence they will, all may yet be well. Had the House but made it secure, and left nothing to chance, it would have been much more satisfactory; and though it might have delayed it could not have prevented the final consummation of all these important results.—[*Boston Atlas, 10th Sept.*]

The Submarine Telegraph between Dover and Calais.—The long promised experimental operations for establishing a continuous telegraphic communication between Great Britain and the continent, by means of wires sunk between Dover and Calais, were commenced on Tuesday at Dover. At one

o'clock the General Shipowners' steamer Goliath was in readiness, and steam up, in Dover harbour, to start across the channel, with all the necessary apparatus on board, and a crew of about thirty men, consisting of pilots and sailors, superintended by Dr. Reid, of the House of Commons, Mr. C. J. Wollaston, C. E., Mr. T. Crampton, C. E., Mr. F. Edwards, and others. Between the paddle-wheels, in the centre of the vessel was a gigantic drum or wheel, nerely 15 feet long and 7 feet diameter, weighing 7 tons, and fixed on a strong framework. Upon it was coiled up in careful close convolutions about thirty miles of telegraphic wire, encased in a covering of gutta percha. The point proposed to be reached, Cape Grinez, the nearest landmark to the English coast, and between Calais and Boulogne, is a distance of twenty-one miles, so that a surplus supply of nine miles of wire was held in reserve for the purpose of slackening. The intention was to steam out at five miles an hour, to pay out progressively the whole extent of telegraphic tackle, and to imbed the wire by means of leaden clamps, of which there were some hundreds on board, or weights of twenty and twenty-five pounds weight in the bottom of the sea. The vessel was provisioned for the day, and Captain Bullock, of her Majesty's steam-ship Widgeon, caused the track of the navigation to be marked in as direct a route as possible by placing a series of pilotbuoys with flags on the route, besides being prepared to accompany the experimental cruize with his own vessel as a tender. The connecting wires were placed in readiness at the government pier in the harbour, and likewise at the Cape, where they run up the face of the acclivity, which is 194 feet above sea-mark. The necessary batteries and manipulators were all on board, but as the gale and rolling sea unexpectedly sprung up over a previously comparatively calm sea, it was deemed unadvisable by the experimenter to venture out, and the operation was adjourned until four, a. m., on Wednesday morning. Some interesting experiments, however, were made upon a small scale to show the practicability of the plan. A mile of wire was paid out off the deck, from the pier to Shakspeare's Cliff, and the sinking process was proved to be a practicable performance. A Communication to the following effect was also sent through twenty-four miles of wire :—"Printed by electric telegraph on board the Goliah steam-boat." On Wednesday morning, at half-past ten o'clock, the experiment of sinking submarinely was practically commenced. The Goliah rode out to the government pier, with her telegraphic tackle and apparatus on board, under a calm sea and sky and a favouring wind. The connexion between the 30 miles of telegraphic wire, 1-10th of an inch in diameter, and encased in a covering of gutta percha, the thickness of a little finger, and which was coiled round a large cylinder or drum amid-ship 15 feet by 7, was then made good to 300 yards of the same wire enclosed in a leaden tube on shore, to prevent it being bruised by the shingle on the beach, and to enable the experimenters, as they proceeded out to sea, to send communications on shore. The vessel being fully underweigh steamed out at the rate of three or four miles an hour into the open sea in a direct track for Cape Grinez, 21 miles across channel, the nearest landmark to the English coast, and lying midway between Calais and Boulogne. The wire weighed five tons and the cylinder two. The operation of paying out the 30 miles of wire commenced on a signal to the sailors to "Goa-head with the wheel, and pay out the wire," which was continuously streamed out over a roller at the stern of the vessel, the men at every 16th of a mile being busily engaged in rivetting on to the wire square leaden clamps or weights of iron 14lbs. to 24lbs, and which had the effect of sinking the wire in the bottom of the sea, which on the English coast commences at a depth of 30 feet, and goes on varying from that to 100 and 180 feet, which latter, or 30 fathoms, is anywhere the greatest depth. The whole of the casting out and sinking was accomplished with great precision and success, owing to the favourable state of the day. Various interesting salutations were kept up hourly during the progress of submerging the wire between the gentlemen on board and Messrs. G. and W. Brett, the original promoters of the enterprise. The only conjectured difficulty on the rout was at a point in midchannel called the Ridge, between which and another inequality, called the Varne, both well known and dreaded by navigators, there is a deep submarine valley, surrounded by shifting sands, the one being 17 miles in length and the other 12, and in their vortex, not unlike the voracious one of the Goodwin Sands, ships encounter danger, lose their anchors, and drift, and trolling nets of fishermen are frequently lost. Over this, however, the wire was successfully submerged below the reach, it is believed, of either ships anchors, sea animals, or fishing nets. The remainder of the rout, though rougher on approaching the coast of France, was accomplished cleverly but slowly. A communication, dated Cape Grinez, coast of France, half-past eight p. m., and received by submarine telegraph is as follows :—The Goliah had just arrived in safety, and the complete connexion of the underwater wire with that left at Dover this morning is being run up the face of the cliff; complimentary interchanges are passing between France and England under the strait [illegible] first time.

MARINE LIST.

PORT of BUENOS AYRES

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

Sailed, American barque Oceanus, 242 tons, James Green, for Boston, despatched by O. J. Hayes & Co., with 9600 dry ox and cow hides, 2081 salted do. do., 10,000 horns, 41 bales wool, 209 do. sheep skins.

Hanoverian galliot Elise, 120 tons, Mathias Olthaus, for Falmouth and Antwerp, despatched by J. N. Bieber & Co., with 7792 dry ox and cow hides, 500 salted do. do., 16 pipes tallow, 8 half pipes do.

November 3.—Wind S. E., fresh, rain.

Arrived, American barque Dragon, 289 tons, Nathaniel Andrews, from Boston 11th September, to Zimmermann, Frazier & Co., with 62,887 feet pine lumber, 104 mahogany planks, 139 do. boards, 64 planks cherry wood, 4 boxes shoes, 50 kegs nails, 137 barrels rice, 50 do. lard, 20 do. vinegar, 75 do. rosin, 2 boxes cider, 1 do. tea, 1 chair.

American brig Palos, 276 tons, Freeman Hatch, from Boston 26th August, to James C. Thompson & Co., with 266,505 feet pine lumber, 2 barrels powder, 5 boats, 10 oars, 1 cask cheese, 2 machines, 13 boxes merchandize.

French barque Australie, 210 tons, F. Courrian, from Bordeaux 30th August, to M. Lopez & Co., with 722 barrels and 1207 boxes wine, 36 barrels vinegar, 59 boxes absynth, 108 do. preserved fruit, 16 do. pilchards, 7 do. merchandize.

British barque Stranger, 250 tons, John Miller, from Liverpool 1st September, to James Macdonnell.

Passengers—117.

Brazilian barque Rufina, 305 tons, Alexandro Antonio Pereyra, from Paranaguá 23d October, to José Marquez Sousa, with 1980 tercios yerba, 45 bags rice, 100 dozen handspike handles.

November 4.—Wind S. S. E., in the afternoon changed to E.

Arrived, Hamburg brig Friedrich Ernst, 197 tons, A. E. Amondsen, from Santos 26th October, to Freyer Brothers, with 1815 barrels sugar, 300 rolls tobacco, 55 bags rice, 1 do. coffee, 3 boxes dry goods.

British barque Lancashire Witch, 195 tons, E. L. Brownrigg, from London 26th August, to Plowes, Atkinson & Co., with 85 crates and 1 box earthenware, 125 casks ale and porter, 30 boxes paper, 1 do. steel pens, 35 casks blacking, 1 box matches, 6 casks zinc, 260 grindstones, 3 boxes tin, 20 kegs flints, 11 pigs lead, 1 box castor oil, 9 pipes sweet oil, 1 box glass, 23 do. paint, 2 do. cordage, 1 basket varnish, 1 box brushes, 13 pipes linseed oil, 30 do. black paint, 70 tons coal, 8 casks Epsom salts, 25 do. salt petre, 2 casks ginger, 1 bale cinnamon, 2 boxes terrestial globes, 81 barrels sugar, 5 carriages, 1 hogshead wine, 1 box clothing, 1 box lace, 2 do. books, 2 do. thread, 1 do. cloths, 1 cask sealing wax, 1 cask and 3 boxes hardware, 4 casks and 3 boxes drugs, 123 boxes cottons, 23 do. merchandize, 1 do. groceries.

French barque Universel, 267 tons, F. H. Ducormier, from Havre 10th September, to Antonio Dunoyer & Co., with 1 box books, 34,000 bricks, 100 pine boards, 500 hampers potatoes, 5 boxes plants, 6 boxes shawls, 642 packages and 31 boxes merchandize.

Sailed, Spanish barque Mercedes, 235 tons, Juan Oliver, for Havana, despatched by Llavallol & Sons, with 5180 quintals jerked beef.

British schooner Sappho, 137 tons, Joseph Easton, for Liverpool, despatched by R. & J. Carlisle & Co., with 10,000 bones, 400 dry ox and cow hides, 2351 salted horse do., 122 pipes tallow, 55 bales wool, 26 do. sheep skins, 17 do. hair.

November 5.—Wind N. E., rain, in the afternoon changed to E.

Arrived, Sardinian brig Valentina, 127 tons, Nicolas Manará, from Rio Janeiro 25th October, to Lezica & Co., with 681 barrels sugar, 57 bags coffee, 620 rolls tobacco.

Spanish brig Monarca, 218 tons, Antonio Pages, from Barcelona 24th August, Malaga 10th September, to Llavallol & Sons, with 275 pipes, 205 quarter casks and 50 half barrels red wine, 70 quarter casks white wine, 28 pipes aguardiente, 50 barrels olives, 400 jars oil, 50 barrels red pepper, 20 do. cummin seed, 79 do. fish, 20 boxes almonds, 50 do. prunes, 400 do. raisins, 10 bales hemp, 20 do. matting, 20 bags hazel nuts, 30 boxes cod fish, 2 boxes sausages, 100 do. figs, 4 do. merchandize, 31 bales white paper.

British schooner Letitia, 101 tons, Henry Eade, from New York, 12th July, to Becher, Preuss & Co., with 30 barrels vinegar, 10 do. turpentine, 10 boxes nails, 20 do. tacks, 350 barrels rum, 20 do. merchandize, 750 scantlins, 231 pine boards, 144 do. planks, 13 bundles shingles.

November 6.—Wind E. N. E.

Arrived, Sardinian barque Speranza, 202 tons, Federico Scotto, from Rio Janeiro 23th October, to Adolfo Mancilla & Co., with 463 rolls tobacco, 193 bags and 125 barrels coffee, 2 boxes patent leather, 1 do. drugs, 5 do. snuff, 328 wooden chairs, 11 empty crates, 24 barrels wine, 15 barrels sugar, 20 bales linens and cottons, 6 boxes preserves, 5 tins coffee, 1 do. gum.

French brigantine Aspirant, 120 tons, P. Maillé, from Cette 6th September, to order, with 228 pipes, 20 half pipes, 40 quarter casks red wine, 30 half pipes spirits, 59 boxes brandy, 60 do. muscatel wine, 78 boxes sweet oil, 74 do. cordials, 1 box clothing.

Spanish schooner Elvira, 156 tons, Juan Puig, from Baltimore 20th August, Bahia 16th October, Buceo 31 inst., to Felix Buxareo, with 1525 barrels flour.

Oriental brig Resoluto, 126 tons, Reinaldo Arraga, from Buceo 4th inst., to order, with 1000 fanegas shells.

Sailed, American barque Panchita, 233 tons, Petersen, for New York, despatched by Henry J. Rope, with 2113 salted horse hides, 6369 dry ox and cow do., 143 bales sheep skins, 62 do. hair, 3 do. deer skins, 5 do. goat do., 3 do. hide cuttings.

French ship Sirene, 270 tons, Audoire, for Havre and Bordeaux, despatched by Manuel Lopez & Co., with 12,997 dry ox and cow hides, 1829 salted do. do., 2722 salted horse do.

Spanish brig Joaquin, 248 tons, Gerardo Orta, for Pernambuco, despatched by Henrique Ochoa & Co., with 4843 quintals jerked beef, 150 dry ox and cow hides, 1 tiger, 1 caiman.

November 7.—Wind N. E., rain, at 5 p.m. changed to E. S. E.

Arrived, Brazilian brig Castro Terceiro, 213 tons, Domingo Xavier da Silva Braga, from Rio Janeiro 23d ult., to order, with 20 boxes preserves, 335 barrels sugar, 10 half do. and 161 bags coffee, 99 rolls and 166 boxes tobacco, 62 boxes cigars, 253 bags rice, 70 do. fariña, 14 boxes soap, 6 do. matches, 1 do. merinos, 42 do. marble, 1 do. saffron, 27 baskets jelly.

Passengers—13.

Sardinian brig L'Ammiraglio des Geneys, 308 tons, Bartolomé Profumo, from Genoa 27th August, to Bartolomé Viale & Co., with 375 pipes red wine, 65 quarter casks loaf sugar, 122 casks oil, 600 boxes vermicelli, 300 do. oil, 100 bales white paper, 10 bags anise seed, 22 do. cummin seed, 100 boxes brandy, 50 do. cordials, 41 casks linseed.

November 8.—Wind N. E.

Sailed, French barque Moliere, 050 tons, Delamare, for Havre, despatched by Llavallol & Sons, with 16,180 dry ox and cow hides, 13,810 hornes 10,000 bones, 3840 salted ox and cow hides, 434 dry horse hides, 2 dozens slunk calf skins, 4 seroons hair, 60 bags bark.

Brazilian barque Princesa, 257 tons, José J. Finza, for Brazil, despatched by Felix Buxareo, with 3520 quintals jerked beef.

British brigantine Ravenswood, 150 tons, Meicle, for the Salado, in ballast despatched by Duguld, Barton & Co.

Sardinian polacre Inocenza, 232 tons, Geronimo Sartori, for Genoa, despatched by Jacinto Caprile, with 10,350 horns, 52 bales slunk calf skins, 4 bales sheeb skins, 4 do hide cuttings, 1 do. calf skins, 1 do. wool, 8192 hides.

Vessels passed Point Indio.

Date.		Names.	Winds.	Time.
Oct.	27,	Sem Igual,	E.S.E.,	7 p.m.
»	»	Armentine,	E.N.E.,	8 a.m.
»	28,	Santiago,	N.E.,	6 a.m.
»	31,	Transito,	E.,	4 p.m.
Nov.	1,	Cherokee,	N.N.W.,	0.30 p.m.
»	»	O. J. Hayes,	N.W.byN.,	1 p.m.
»	»	Mensagera,	»	»
»	»	Dorotea,	N.W.,	2 p.m.
»	»	Anna,	»	5 p.m.
»	»	Elise,	N.N.W.,	7 a.m.

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

	Vessels.	Tons.
Great Britain	5	1213
United States	5	1353
France	4	1012
Spain	9	1942
Brazil	12	2227
Sardinia	8	1664
Hamburg	2	535
Antwerp	1	279
Memel	1	248
Chili	1	135
Portugal	2	397
	50	11,055

The sailings hence during the same period—

For different foreign ports, with cargoes of native produce, as per statement	34	7676
Brazil, provisions	1	173
Cape de Verds, in ballast	2	451
Buceo, 2 foreign produce, 2 salt, and 3 in ballast	7	1118
Montevideo, all in ballast	5	811
	49	10,284

Advertisements.

Notice.

Notice is hereby given that an Extraordinary meeting of Subscribers to the Scotch Presbyterian Church in this City, will be held at the British Consulate on Wednesday next the [illegible] instant at noon for the purpose of taking into consideration the steps which it may be necessary to adopt in consequence of the resignation which the Reverend Dr. William Brown has made of his situation as Chaplain of the Scotch Presbyterian Congregation in this City.

British Consulate.

Buenos Ayres, 5th November, 1850.

Martin T. Hood.
H. B. M's. Consul.

AMOUNT OF PRODUCE *Shipped from the Port of Buenos Ayres from 1st to 31st October 1850.*

	Great Britain.	France.	Germany.	Italy.	Spain.	Havana.	United States.	Brazil.	TOTAL of October.	TOTAL from January to September.	GRAND TOTAL.
Number of vessels	6	2	5		2	6	6	7	34	340	374
Tonnage	1,393	586	1,057		385	1,181	1,729	1,345	7,676	74,630	82,306
ARTICLES.											
Beef, jerked, quintals						23,585		21,148	44,733	256,827	301,560
Do. preserved, boxes										20	20
Bones	59,000	30,000	9,200						98,200	2,659,100	2,757,300
Do. tons	360								360	411	771
Feathers, bales		2	1						3	36½	39½
Do. arrobas										29	29
Hair, bales	51		16				12		79	2,257	2,336
Do. seroons	285								285	2,035	2,320
Do. arrobas										151	151
Hide cuttings, bales					46				46	780	826
Do. quintals										10	10
Hides, ox and cow, salted	20,083	12,446	3,073		600		7,987		44,189	615,656	659,845
Do. do. dry	7,963	15,658	53,786		23,334	713	53,808	310	155,672	1,207,388	1,363,060
Do. horse do.					2,236		2,316		4,552	42,208	46,760
Do. do. salted	6,615	1,634	224				2,081		10,554	108,778	119,332
Horns ox and cow	9,300				9,880		201,518		220,698	1,446,057	1,666,755
Skins calf, bales					1		43		44	34	78
Do. do. dozens							54		54	150	204
Do. deer, bales							1		1	19	20
Do. do. dozens							98		98¼	22	120¼
Do. goat, bales							30		30	74	104
Do. do. dozens										50	50
Do. nutria, bales	2								2	19	21
Do. do. dozens							67		67		67
Do. sheep bales	105	24					323		452	1,916	2,368
Do. slunk calf, bales					8				8	44	52
Do. do. dozens							310		310	1,410	1,720
Tallow, pipes	470		2					6	478	11,288¼	11,766¼
Do. boxes	375	40				100			515	24,115	24,630
Do. seroons										80	80
Wool, bales	51	94	4				308		457	15,653	16,110
Do. seroons							9		9	3,253	3,262
Do. arrobas										180	180

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Jan.	11 Barque Orient, E. Diederichsen	230	J. N. Bieber & Co.	New York
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.	Antwerp.
	BRITISH			
August	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.	Boston
"	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 Minalto, Charles Newmam	193	Nicholson, Green and Co.	
October	2 Brig Lady Mona, William Perkins	196	James C. Thompson & Co.	
"	3 Brig Ann, Richard Blair	195	W. H. Henzell	
"	5 Brig Xarifa, F. Le Rossignol	208	Edward Lumb & Co.	London
"	6 Brig James Mac Queen, Henry R. Condwell	283	John Best & Brothers	Falmouth.
"	22 Barque 25th May, John Godel	248	J. N. Bieber & Co	
"	25 Brig Creole, James P. Avery	281	John Best & Brothers	Liverpool.
"	26 Ship Sir Richard Jackson, James Doron	418	John Best & Brothers	
"	28 Barque Commodore, Thomas Asplet	258	Barber & Orr	
"	3 Barque Stranger, John Miller	250	James McDonell	
"	4 Barque Lancashire Witch, E. L. Browurigg	195	Plowes, Atkinson & Co.	
"	5 Schooner Letitia, Henry Eade	101	Becher, Preuss & Co.	
	AMERICAN.			
Sept.	1 Barque Muskingum, Richard Crockett	248	Adolfo Mancilla & Co.	Antwerp.
"	21 Ship Arvum, Richard Rankin	364	O. J. Hayes & Co	Boston.
October	4 Ship Sacusa, Richard Grace	294	Samuel B. Hale	Boston.
"	15 Brig Chicasaw, George W. Mair	171	Samuel B. Hale	Do
"	24 Ship B Aymar, J. W. Carver	435	Vicente Casares & Sons	Do.
"	28 Barque Undine, John Lewin	253	Becher, Preuss and Co.	Do.
Nov.	3 Barque Dragon, Nathaniel Andrews	289	Zimmermann, Frazier & Co.	
"	3 Brig Palos, Freeman Hatch	276	James C. Thompson & Co.	
	FRENCH.			
Sept.	13 Barque Moliere, Delamare	336	Llavallol and Sons	Havre.
"	30 Barque José, Schmidt	206	Blas Despouy	Havre
October	1 Barque Guarani, Felix Larché	234	E. Ocho and Co.	Do.
"	3 Barque Neptune, Benoist	23[illegible]	Leon Caumartin	Do.
"	26 Ship Amerique, Josse	340	Zumaran & Treserra	Marseilles.
"	26 Barque Celestin, Eugene Sefoureade	204	Apesteguy	Havre.
Nov.	1 Brig Automne, J. M. Noel	193	To order	Marseilles.
"	3 Barque Australie, F. Courrian	210	M. Lopez & Co	Havre
"	4 Barque Universel, F. H Ducormier	279	Antonio Dunoyer & Co.	
"	6 Brig Aspirant, P. Maillé	120	To order	
	SPANISH			
July	17 Barque Angelita, Masone	245	Francisco Berdier	
Aug.	1 Barque Dos Amigos, Mariano Gorordo	259	Francisco Berdier	Havana.
"	30 Brig Henrique, Juan Barceló	161	Zumaran & Tresserra	Havana
Sept.	12 Brig Matilde, Pablo Ferrer	134	Narciso Martinez and Sons	Havana.
"	13 Barque Constancia, Pedro Sosvilla	203	Saturnino Soriano	Spain.
"	15 Barque Federico, Mariano Mora	238	Santa Maria, Llambi & Cambaceres	Havana
October	1 Brig Centinela, Miguel Guisande	200	Llavallol and Sons	Spain.
"	19 Polacre Union, Juan Mataro y Suris	212	Felipe Senillosa	Havana
"	21 Schooner Safo, Juan Armon	168	E. Ochoa & Co	
"	21 Schooner Isabel, Pedro Siches	210	Llavallol and Sons	
"	26 Polacre Eliseo, Carlos Roses	168	Llavallol & Sons.	
"	27 Brig Palamos, Juan Cabruja	204	E. Ochoa and Co.	
Nov.	1 Brig Florentino, Ysidro Maristany	204	Freyer Brothers	
	[illegible] Monarca, Antonio Pages	218	Llavallol and Sons	
"	6 Schooner Elvira, [illegible]	156	Felix Buxareo	
	SARDINIAN.			
May	17 Polacre Innocenza, Geronimo Sartori	232	Jacinto Caprile	Genoa.
July	10 Brig Angelo, Ercole Casanova	204	Adolfo Mancilla and Co.	Rio Janeiro.
"	13 Barque Hesperia, Lorenzo Canevaro	282	Bartolomé Viale	Genoa.
Aug.	10 Polacre barque Corebo Secondo, José Serra	258	José Avegno	Do.
Sept.	21 Polacre S. Gio Battista, Juan Basso	182	José Avegno	Marseilles.
"	25 Polacre Tesseo, Domingo Camogli	130	Joshua Neggrotto	
Oct.	2 Polacre Union, José Maria Costa	151	Dunoyer & Co.	Antwerp.
"	12 Brig Graziosa Fanny, P. L. Tiscornia	202	Llavallol & Sons	Genoa
"	18 Brig Expresso, Agustin Ferraro	224	Adolfo Mancilla and Co.	Genoa.
"	22 Polacre Industria, Pedro Antonio Ferro	160	Antonio Dunoyer & Co.	
"	23 Brig Sultano, Juan Andrea Porcella	260	Bartolomé Viale	
"	24 Brig Gentil Fanny, Juan Gaggino	223	Negrotto	Genoa
"	26 Brig Apollo, Juan Lavarello	210	Jacinto Caprile	
"	26 Brig Prudenza, Pedro Pietranera	205	José Avegno	
"	27 Brig Sabina, Juan Battista Cortese	136	Adolfo Mancilla & Co.	
"	28 Brig Annibale, S. Zino	216	M. Basso	
"	Brig Lariano, S. Questa	216	Corti, Francischelli and Co.	New York.
Nov.	5 Brig Valentina, Nicolas Manara	127	Lezica & Co.	
"	6 Barque Speranza, Federico Scotto	202	A. Mancilla & Co.	
"	7 Brig L'Ammiraglio des Geneys, B. Profumo	308	Bartolomé Viale & Co.	
	BRAZILIAN.			
Aug.	25 Schooner Bella Jovita, José Maria Pereyra	122	Adolfo Mancilla, and Co.	Brazil.
Sept.	12 Brig Pereira, José Antonio P. Alvarez	166	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.	Do.
"	21 Brig Mafra, José Joaquin Diaz	270	To order.	Do.
"	22 Brig Navegante, J. J. Gomez dos Santos	250	Felix Buxareo	Do.
"	23 Brig Linda Flor, J. J. da Costa Fernandez	178	To order	Do.
Nov.	3 Barque Rufina, Alexander Antonio Pereyra	305	José Marquez Souza	
"	7 Brig Castro Terceiro, Domingo Xavier	213	To order	Do.
	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	192[illegible]	Zimmermann, Frazier & Co.	New York
	HAMBURG			
Oct.	24 Brigantine Norma, C. A. Preale	135	J. N. Bieber & Co.	
Nov.	4 Brig Friedrich Ernst, A. E. Amondsen	197	Freyer Brothers	Hamburg.
	PORTUGUESE.			
Oct.	2 Brig Improviso, José Gomez de Avellar	195	Juan Geronimo Martinez	Brazil.
	ORIENTAL.			
Nov.	6 Brig Resoluto, Reinaldo Arraga	126	To order	
	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. Diwitz	200	Freyer Brothers	New York.
	TUSCAN.			
Oct.	19 Polacre Romulo, Pedro Sheppard	180	Adolfo Mancilla & Co.	Brazil
	RUSSIAN.			
Oct.	21 Brig Argo, F. G. Bremer	205	Zimmermann, Frazier & Co.	
	DANISH			
Aug.	9 Brig Ida & Emma, Bock	135	Freyer Brothers	Brazil
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	José Coelho Meyrelles	Hambvrg
"	22 Brig Triton, J. Y. Dall	156	Wedekind & Co.	New York
"	22 Brig Ceres, Hans Heller	235	Bunge, Bornefeld & Co.	Antwerp
"	23 Brig Von Brock, F. Jacobsen	150	Charles R. Horne	
	BELGIAN.			
Sept.	5 Brig Budget, Brarens	141	Diego Calvo & Sons	Antwerp

FOREIGN VESSEL OF WAR IN PORT.

FRENCH—Brig Hussard, Capt. Dedilot.

BUENOS AYRES
TOTAL ABSTINENCE AND BENEFICIAL SOCIETY.
The Tea Party

Of the above Society will take place at Mr. Bradley's, No. 26, Calle Tucuman, on Tuesday evening the 19th inst., at 7 o'clock.

Tickets may be had of any of the members of the Society till Thursday evening the 14th inst.

Members are requested to make definite reports or return of Tickets to the Committee, at the conference Hall, on Friday evening the 15th inst., at eight o'clock.

Notice.

Consulate of Sweden and Norway.

Buenos Ayres, Nov. 5th. 1850.

Whereas J. M. Ljungberg, master of the Swedish brig "Cecilia." requires the sum of three thousand hard dollars, more or less, in order to defray the expences of the repairs of the dammages said vessel sustained during the gale of the 16th and 17th last October.

Notice is hereby given that tenders will be received at this consulate, until noon of the day of Wednesday next, the 13th instant, stating the conditions for the advance of that sum, on the security of a bottomry bond upon the said brig.

Every information relative to said vessel may be obtained from the captain or at the Office of Mr. John Higginbothom, Licensed Ship Broker in this City, No. 30, Calle Reconquista.

E. de Frolich,
Consul of Sweden and Norway.

To Let,

Apartments in the Quinta, No. 333 Calle del Temple.

Cook Wanted.

One who can bring good recommendations may apyly at the house of Mr. Jacobs, Calle la Defensa, opposite Mr. Horne's Quinta.

A respectable person lately arrived in this country from the north of England; having had experience in breeding, rearing, and improving the breed of cattle, management of dairy, &c., is desirous of obtaining charge of an Estancia, either on shares or salary. Most unexceptionable references can be given, for further particulars please apply at No. 59 Calle Mayo.

Wanted,

A Good Steward, without unexceptionable references, none need apply.
Calle de Maipu No. 45.

FOR MARSEILLES.

The splendid, new, and remarkably fast sailing A. 1. French ship

"L'AMERIQUE,"
of 341 tons,
Josse, Commander.

In sailing and other good qualities is not to be surpassed by any vessel in port, and has still room for 6 á 7000 dry hides. or equivalent bales:—would also take on very moderate terms from 50 to 60 tons of salted hides, or tallow, if applied for without loss of time.

Her accommodations for Passengers are excellent, and she is remarkably well found in stores of every description.

Application to be made to the Consignees,
Messrs. Zumaran & Co.,
or to
Charles R. Horne.
Licensed Ship Broker.
No 55 Calle la Reconquista

November 8th 1850.

For Marseilles.

PASSAGE ONLY.

The well-known, fast-sailing, first-class French brig

L'AUTOMNE,
of 193 tons,
Capt. J. M. Noel,

Has all her cargo engaged, and will have quick despatch. She has excellent accommodations for passengers, and the Master will give every attention to persons during the voyage.

For terms, apply to Capt. Noel, Hotel de Commerce, to her Consignee Messrs. J. B. Vignal, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

Nov. 8, 1850.

For New York.

PASSENGERS ONLY.

The A. 1. coppered and copper fastened well known Holstein brig

Dorothea,
of 200 tons,

This vessel will sail in a few days, and has most superior accommodations for passengers, who will find it to their advantage to profit themselves of so good conveyance.

For terms of passage apply to her Consignees Messrs. Freyer Brothers, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

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.

Hibernia Tavern 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 some of the first English houses in the country, and by his unremitted attention to business and moderate charges, hopes to give satisfaction and secure a share of public patronage.

JOHN GEOGHEGAN.

N. B. Breakfasts and Dinners prepared on the shortest notice.
Wines and liquors of the first quality always on hand.
Gentlemen requiring board and lodging can be accommodated.

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

Can only admit about 150 bales, or its equivalent in dry hides on freight. Her accommodations for passengers are very spacious, and offers a most desirous opportunity.

Consignees Messrs Samuel B. Hale & Co.

FOR HAMBURG,

Danish Brigantine "HOLSTEIN," 135 tons, Register, Captn. Peter Meyer, is a new vessel and small carrier, can take all her cargo in the Inner Roads; she has the greater part of her cargo engaged and could still admit about 2 to 3000 dry hides, or equivalent in Bales. Her accommodations for passengers are superior.

FOR ANTWERP.

The superior new A. 1. Prussian barque

Carl Friedrich,
291 tons, Capt. J. C. WOSEROW,

Has only disengaged room for 2000 dry hides, and is guaranteed to have very quick despatch Her Cabin is well fitted out for passengers to whom the Captain offers a liberal treatment.

Consignees Messrs. Bunge, Bornefeld & Co.

FOR HAMBURG.

The beautiful well known regular trading Danish brigantine "Caecilie Marie," 132 tons, Capt. C. F. Thomsen, has only disengaged room for a few dry hides, and passengers, her accommodations being very superior.

Consignees Messrs. Otto, Rosenthal & Co.

FOR ANTWERP.

The beautiful little Belgian brig BUDGET, A.1 of 141 tons, Capt. J. C. Brarens, has the greater part of her cargo engaged and going onboard, and can still admit about 2000 dry hides or equivalent in bales. Her accommodations for passengers are excelent.

Consignees Messrs. D. Calvo & Sons.

FOR NEW YORK.

The superior fast sailing first class Argentine barque

"Orient,"
227 tons, Captain Emil Diederichsen,

Has the greater part of her cargo engaged and will meet quick dispatch.

This vessel offers a superior opportunity for passengers having most excellent accommodations in her cabin.

Consignees Messrs J. N Bieber & Co.

For New York,

PASSENGERS ONLY.

The nice little Danish brig Triton 135 tons, Capt. J. J. Dall, offers an excellent opportunity for passengers, her cabin being very well adapted for the conveyance.

Consignees Messrs Wedekind & Co.

FOR BOSTON.

—Passengers only—

The splendid A.1. American ship "Arvum," 364 tons register, Richard Rankin, commander. Has the most superior accommodations for passengers, to whom the Captain offer a very liberal treatment. She is guaranteed to have very quick despatch.

For Freight or Charter.

Hamburg brigantine NORMA," 136 tons register capt. C. A. Prealle, is a nice little vessel and very fast sailor. She has excellent state rooms for passengers.

Consignees Messrs. J. N. Bieber & Co.

For Freight or Charter.

The A. 1 coppered and copper fastened well known American barque "Muskingum" of 248 tons, Capt. Richard Crockett, is ready to receive cargo onboard if offered at current rates for any part.

Consignees Messrs. Adolfo Mancilla & Co.

For particulars regarding the foregoing vessels apply to

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

To Let.

Several apartments pleasantly situated, suitable for single gentleman, or a small family at No. 145 Calle de Peru.

WANTED,

In an English family, a man servant and a house maid, who can present good recommendations as to character. Apply at Calle del Peru, No. 13.

Quinta-Restaurant.

Messieurs les Amateurs y trouveront, à *toute heure*, bonne table et excellent service. Rue del Parque, Quinta de Albin, de l'Arsenal, 14 cuadras vers la campagne, en face du belvédère du Colonel Hernandez.

CHAMBRES A LOUER.

Quinta para Recreo.

A mas de todas las comodidades que encierra, se encuentra á todas horas, excelente mesa. Calle del Parque, Quinta de Albin; de la Fábrica de Armas, 14 cuadras para el campo, frente al mirador del Coronel Hernandez.

SE ALQUILAN HABITACIONES.

Quinta-Restaurant.

Parties can be served here at all hours with breakfasts, dinners, refreshments, &c Calle del Parque, Quinta de Albin, from the Artillery Park 14 squares towards the country, opposite Coronel Hernandez's Mirador.

ROOMS TO LET.

To Let,

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

To Let.

2 or 3 front rooms at No. 70 Calle Reconquista up stairs in the altos, also 3 or 4 back rooms with attendence, if necessary, in front of the office of Mr. Charles Horne.

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 brig "Creole," 283 tons J, *P.* Avery commander, is A. I. at Lloyd's well known in the trade as a regular trader, has a considerable portion of her cargo engaged, she is now discharging and will soon be ready to receive cargo, she has still disengaged room for salted hides and tallow, and is guaranteed to have quick despatch. Her accommodations for passengers are excellent.

Consignees *M*essrs. J. Best & Brothers.

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 "Universel," 263 tons, Ducormier, Commander, is one of the Packets of the line, has a great portion of her cargo contracted for and has still disengaged room for some salted hides and a few tons of light freight, she is guaranteed to be despatched in the commencement of December next. Her accommodations for passengers are most superior, and she is fitted up in a most excellent style, affording comfort to all those who have made passages in her.

Consignees Messrs. A. Dunoyer & Co.

French barque "Celestin," 204 tons, Lafourcade, commander. Is A. 1. at Lloyd's, has a great portion of her cargo engaged, and has still room for salted hides, and a few tons of light freight ; this vessel has superior accommodations for passengers.

*C*onsignee F. Apestegui, Esq.

For Havre de Grace and Bordeaux.

French barque "José," 206 tons, Schmit, Commander, has only disengaged room for passengers and will have immediate despatch, this vessel is expressly fitted up for passengers, having large and airy cabins,and the Captain promissing his kind attention to any persons who should avail themselves of this superior conveyance.

Consignee Blas Déspouy, Esq.

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 the trade for the very good delivery of her cargoes, has a great portion of her cargo engaged and has still room for a few tons of light freight. 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 possitively engaged all her cargo and has only room for passengers for whom she has most excellent accommodations.

Consignees Messrs. Llavallol & Sons.

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 one of the fastest vessels afloat and is acknowledged to be one of the finest in the trade, has possitively engaged all her cargo, and is guaranteed to be shortly despatched, this vessel's accommodations for passengers, are magnificent, she has still a few berths disengaged and persons about returning to Europe would do well to avail themselves of this opportunity, immediate attendance for the above will be required.

Consignee Samuel Hesse, Esq.

British Schooner "Bosphorus," 218 tons, J. Gibson commander, A. 1. at Lloyd's well known as a remarkably fast sailer, has a considerable portion of her cargo engaged and has still room for from 4 a 5000 dry hides. This vessel is magnificently fitted out for carrying passengers to whom the commander will give a liberal treatment.

Consignees Messrs. Turner & Co.

For Boston.

American brig "Palos," 276 tons, F. Hatch, commander, well known in this trade, has a great portion of her cargo engaged, and has still room for about 200 bales or equivalent in dry hides, her accommodations for passengers are excellent.

Consignees Messrs J. *C.* Thompson & *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.

British barque "29th of May," 248 tons, John Godel, commander, is A. 1. at Llody's, offers a first rate opportunity for goods and passengers.

Consignee Messrs. J. N. Bieber & Co.

British ships "Sir Richard Jackson," 418 tons, James Down, commander, A. 1. at L'oyd's, a fast vessel is a most superior conveyance for goods and passengers

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.

November 9, 1850.

FOR HAMBURG.

The well known, most superior, A. 1 Hamhurg brig

FRIEDERICH ERNST,

of 198 tons,
*C*apt. *A*. E. Amondsen,

Is a very fast sailer, has the greater part of her cargo engaged, and ready to go on board, and will meet with but little detention in this port.

For the freight of about 1000 dry hides or equivalent in bales, or for passage, her accommodations being most comfortable, apply to the Master, to her Consignees Messrs. Freyer Brothers, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquisto.

Nov. 8th 1850.

Newly imported and for sale at James Bell's store Calle La Defensa, No. 83 and 85, Westphalia and Cumberland hams, of a superior qualily, packed and loose. As also, Fish Oysters, Clams and Lobsters, in tin cases, and a few tins of superior Tea Biscuits from one of the most celebrated Biscuit Bakers in London, Pearl Barley, Wines, Spirits, Porter, Ale, &c.

Notice.

Mr. Augustus Powell has the honour to announce that his School is now open for the reception of Pupils at No. 109 Calle Reconquista [formerly Calle Paz].

Hours of study from 9 till half past 2 o'clock.

N.B. An Evening School Mondays, Wednesdays and Fridays from half past 6 till half past 8 o'clock.

ADVERTISEMENT.

Any decent persons requiring good board, regular meals, and moderate charges, may suit themselves by giving a trial at N.° 143 calle San *Martin*, recently opened by a person who understands the business.

N. B. Breakfasts and Dinners supplied out.

For Sale,

An Estancia of a league square, situated 18 leagues from town, to the S. W., with or without cattle, horses, sheep and pigs.

*P*lease apply N.° 70, Santa Clara.

FURNISHED ROOMS AND BOARD.

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

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.

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 *M*onsieur. Leon *C*aumartin, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

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 NEW YORK.
Passage Only.

The very superior, remarkably fast-sailing, new, first class, Sardinian brig

Lariano,

of 216 tons,
Capt. S. Questa.

Has all her cargo engaged and going on board, and will have quick despatch. She has superior accommodations for Passengers, and persons desirous of proceeding to the United States, will find to their advantage to profit of so eligible a conveyance.

For terms, apply to the Consignees, Messrs. Corti, Francischelli & *C*o., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

November 8th, 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.

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.

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.

ADVERTISEMENT.

Mr. W. SEYDELL begs to give notice to his friends and the public in general that he has removed his Establishment, well-known by the name of the "Recreo de la Plata" to the Cinco Esquinas, where he continues the same business, and promises to all who will favour him with their patronage, to treat them with the greatest attention, and at very moderate prices.

N.B. Breakfasts and Dinners will be served at all hours of the day as usual.

Orders for Beer will be received at the Establishment, and at No. 39 Calle de la Piedad.

McCulloch's Dictionary of Commerce and Commercial Navigation.
A copy of this Work

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 person 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 January 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.

Article	Unit	From		To
FEATHERS—Duty, 4 per cent.				
Ostrich, platted	lb	5½	á	6
" loose	do	4	á	4½
HAIR.—Duty, 4 per cent.				
Horse, short	arroba	30	á	32
" mixed	do	40	á	46
" long 18 to 24 inches	do	80	á	100
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.		46	á	48
Matadero,country,25 to 30 lbs.av.		43	á	46
For Spain, per 35 lbs		44	á	45
" North America, per do		40		41
Of all stake	per do	37	a	43
Salted ox, 60 lbs. av, per 60 lbs.		40	a	41
Do. " 63 lbs. and above do.		43	a	45
" cow 45 to 48 lbs. average do		40		
" " 50 lbs. and above do.		3		
Horse, salted, each		6[illegible]		
" dry	do	10	á	12
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	—	a	—
Nutria	per lb	5	á	6
Sheep, washed, fine and ordinary	dozen	38	á	40
Do. dirty	do	32	a	36
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw	arroba	18	a	20
Do. melted, 1st class,	do.	none		
Do. pure, 2nd class,	do.	23	á	25
Grease and tallow	do.	21	á	22
WOOL.—Duty free.				
Ordinary, washed	arroba	29	á	30
Do. dirty	do	14	á	15
Mestiza, washed	do		"	
Do. dirty	do		"	
Fine, washed	do		"	
" dirty	do		"	
Cordova, washed		27	á	28 rs.silj
Do. dirty		none.		

MONEY MARKET.

EXCHANGE, England, in currency, 3 7-8d. p. dol.
Do. do. in specie 75 á 75s. 6d. per oz.
Do. France, do. do. 93 á 94f.
" Montevideo par
" Rio Janeiro, 1 per cent. prem.
" United States 7 per cent. discount

The highest rate of Exchange upon England during the week, 75s. per ounce, cash.
The lowest, 74s. per ounce, cash.

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

BULLION —Spanish doubloons.... 235 á 235½
" Patriot doubloons .... á 233½
" Do. Dollars ...... 14 á 15
" Spanish do. & Patacones á 15
" Plata Macuquina..... á 13

The highest price of Spanish doubloons during the week 241
The lowest 235
The highest price of Patriot doubloons during the week 238
The lowest 233
Permits for shipping specie, prem. per cent. á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70s. per 2240 lbs.	35s. p. 2240 lbs.	In box. 35s. } per 2240 In pipes 35s } lbs.	Wool } Hair } 25s.	nominal.
France.......	75 fs.& 10p. cent. per 900 k.	40 f. per 1000 k.	40 fs. p. 1000 k.	60f. p. 42 cubic ft.	
Continent....	95s & 5 per 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	¾ ct. &5 p. ct.p.lb.	¾ ct &5 per cent.	........none........	$7&5p.ct 40 c.ft.	
Rio Janeiro..	.....none.....	.....none.....	........none........	.....none.....	3 rls. p. 100 nominal
Havana	.....none.....	.....none.....	........none........	.....none.....	nothing doing.

George Thomas, Responsible Editor