British Packet

AND

ARGENTINE NEWS.

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BUENOS AYRES.

The death of His Royal Highness the Duke of Cambridge, has left a mournful blank in the circle of British Royalty. His name has been long and prominently identified with all the leading beneficent institutions of the Empire; and to them his loss is irreparable.

The deep sympathy and marked respect evinced towards the Royal Family and the British Nation, by H. E. the Governor, on this melancholy occasion, furnish a very significant and peculiarly pleasing proof of the sound and cordial feelings happily existing between the Argentine and British Governments.

Nor must we omit in connection with these important demonstrations of courtesy and friendship on the part of General Rosas, the just applause due to the Honourable Henry Southern, Her Majesty's Minister Plenipotentiary, to whose noble conduct, frank and delicate proceedings in his relations with the Argentine Government, the British community is in a great measure indebted for their present flattering position.

In another column our readers will find the interesting official documents, that have called forth these general reflections.

GENERAL SAN MARTIN.

The eminent services of this distinguished man, to the cause of South American Independence, are so conspicuous, and so justly held in high estimation by his government and his countrymen, that we feel it our duty to record, as far as our columns will allow, the most remarkable circumstances of his public life.

Don José de San Martin was born in Yapuyi, capital of Misiones, on the 25th of February, 1778, his father Colonel Don Juan de San Martin, being at the time Governor of that Province. When only eight years old he was sent to Spain, and being destined for the military career he became a student of the College of Nobles in Madrid. Having completed his education, we find him serving in the Peninsular wars as aide-de-camp to the Marques del Socorro, then Governor of Cadiz. At the battle of Baylen, he distinguished himself in a manner that attracted the attention of General Castaños, who mentioned his name with honor in the details. Being promoted to the rank of brevet lieutenant-colonel, he continued his services under the orders of the Marquis de la Romana and General Cuapagny—Subsequently on the field of battle, at Albuera, he was promoted to the rank of Colonel. In 1810-11 as soon as the cry of liberty arose in his native land he resolved to quit Spain, and sailed for England, where he remained for a short time. Thence he embarked for the River Plate, and soon after his arrival, he married Doña Remedios Escalada, a young lady of a distinguished family of this city. After forming the renowned regiment of *granaderos de á caballo;* on the 5th of February, 1813, we see Colonel San Martin with only 150 men completely defeat more than 800 royalists that had disembarked at San Lorenzo, on the right bank of the Parana, to make an incursion into the interior Provinces, he having been wounded in this encounter. In the beginning of 1814, he was appointed to the command of the remains of the army of General Belgrano. About the latter part of the same year he was given the command of the Provinces of Cuyo, which after this period became a point of peculiar interest in the war of independence.

On the 12th of February, 1817, he gained the celebrated battle of Chacabuco, where 600 royalists were killed, and 3500 taken prisoners; and on the 5th of April, of the following year, seventeen days after having had his army surprised and completely dispersed at *Cancharayada,* by the Spanish troops; on the plains of Maipo he decided the liberty of Chile by the memorable and total destruction of the royalist army, having taken 3500 prisoners and leaving upwards of 2000 slain on the field of battle—meriting the glorious title of Brigadier of the Argentine Republic, and Captain General of that of Chile.

In August, 1820, San Martin sailed from Valparaiso with 4,500 men for the purpose of liberating Perú; and effected a landing at Pisco in September following, and after numerous justly celebrated achievements, in less than a year he entered Lima, the capital, and proclaimed the independence of Perú, assuming the supreme civil and military command. On the installation of Congress on the 20th September, 1822, Gen. San Martin resigned all authority into the hands of the representatives, but was immediately solicited to accept, with a decree expressive of the gratitude of the nation, the supreme command of the Peruvian forces, which he declined, only admitting the title of *Generalissimo and Founder of the Liberty of Perú;* and embarked via Chile for his native country, leaving the following proclamation addressed to the people—

"Peruvians!

"I have witnessed the declaration of the Independence of the States of Chili and Perú. I hold in my possession the standard which Pizarro brought to enslave the empire of the Incas, and I have ceased to be a public man; thus I am more than rewarded for ten years past in revolution and warfare. My promises to the countries in which I warred are fulfilled; to make them independent, and leave to their will the election of their Governments.

"The presence of a fortunate soldier, however disinterested he may be, is dangerous to newly constituted States. I am also disgusted with hearing that I wish to make myself a sovereign. Nevertheless, I shall always be ready to make the last sacrifice for the liberty of the country, but in the class of a private individual, and *no other.*

"With respect to my public conduct, my compatriots (as is generally the case) will be divided in their opinions; their children will pronounce the true verdict.

"Peruvians! I leave your national representation established: if you repose implicit confidence in it, you will triumph; if not, anarchy will swallow you up.

"May success preside over your destinies, and may they be crowned with felicity and peace!

"Pueblo-libre, September 20, 1822.

(Signed) "JOSE DE SAN MARTIN."

General San Martin had the misfortune to lose his amiable lady about this time, a circumstance that induced him to make a voyage to Europe; consequently he left this City for England in the latter end of 1822, where he remained above a year, and afterwards went to Brussels to complete the education of his accomplished daughter.

In February 1829 he returned again to Buenos Ayres, arriving just in time to witness the first acts of the ruthless and vindictive band of the 1st of December. Disgusted with finding the Government in such unworthy hands he would not even land, and determined immediately to go back to Europe, already anticipating that it was the last time he would behold his beloved country!

During the height of the European intervention, he took the greatest possible interest in the affairs of his country, and was always a sincere friend and admirer of the policy and energy of GENERAL ROSAS; to whom on his death bed he bequeathed the sword that accompanied him throughout the war of Independence, *as a proof of the satisfaction he felt on seeing the firmness and wisdom with which he had sustained the honor and dignity of the Republic against unjust foreign pretensions.*

The person of San Martin was tall and full-formed; of a dark complexion with large, black and piercing eyes. His manners were dignified, eminently frank and prepossessing. His talents of the first order. His conversation lively, expressive, and that of a man of the world. His friendship ever warm and lasting. Though possessed of a sufficient income he was economical and unostentatious in his habits, yet of a most hospitable disposition; and although he had his share of political enemies, he always commanded the personal esteem and respect of his countrymen, and of all American patriots.

EUROPEAN INTELLIGENCE.

ENGLAND—Our dates reach to the 14th September; but contain very little of general interest. In the recess of Parliament we have the annual armistice of the wordy war of politics. Protectionists, Whigs and Radicals are recreating, with common consent, among the moors and mosses; indemnifying themselves for late hours at St. Stephens, by early hours among the grouse and partridges. London life consequently is dull and monotonous; and the only scrap of diplomatic gossip we find worthy of record is, that Lord Palmerston is plying his mediatory talent, between the Papal Government and his Majesty of Sardinia.

In the general quiet and contentment that pervade the United Kindom, we have a pleasing indication of industrial activity, and improved comfort in the masses. Agricultural improvements, and preparations for the Grand Exhibition, divide public attention, and the bursting of the rail-way bubble seems to have left honest John "a wiser and a better man."

Copious emigration appears to have relieved the plethora of over-population in Ireland; and despite the rumoured re-appearance of the Potato blight, the accounts from that quarter are more satisfactory, and the prospects more cheering, than for several years back. The late visit of Royalty has operated favourably on the loyal sentiments of that chivalrous people; leaving *repeal* and the cognate doctrines of Conciliation-hall at a heavy discount.

FRANCE—The President follows up his provincial tours, with energy and considerable eclat. His motives and ulterior object are matters of vague surmise. At all events he enjoys the passing day, and affords his sight-loving countrymen a modicum of pleasurable excitement.

The rumoured solutions of the grand question remain contradictory and problematic as ever. In seems probable that the republican experiment may be allowed a longer term of trial than most parties expected. Dear bought experience has perhaps shown the nation, that more dynastic changes are alike unpleasant and unprofitable; and the common sense of the orderly and industrious must ultimately triumph over the demagogues of faction and revolution. Reform of the Constitution is loudly demanded; without any very definite idea as to the means and the end. Present energy and enterprise are cramped by this fatal uncertainty that shrouds the future.

GERMANY—No ray illuminates the labyrinth of German politics. Austria and Prussia dispute the prize of leadership with unabated zeal; and Russia holds the balance between them with a firm and unwavering hand. Darkness impenetrable broods over the destinies of this great section of the human family; and to the Italian States in general the same remark is equally appliable.

José Aguirre, a native of Cerdoba, about 20 years of age, committed suicide on the morning of the 19th inst., by shooting himself through the head with a pistol. It appears he had been sent to this city by his parents, in order that he might get instructed in the routine of mercantile business; but, pretending to be a merchant, he made some purchases of goods, the payment of which being demanded by his creditors he attempted to abscond. The day previous to destroying himself he had been in a coffee house, gambling at a billiard table, whence he stealthily departed without paying the reckoning. Finally, on Tuesday morning, he repaired to a house in the Calle de Belgrano and proceeding up stairs seated himself on the first landing place, and there, in the manner above stated, recklessly launched himself into eternity.

OFFICIAL DOCUMENTS.

The Minister for Foreign Affairs of the Government of Buenos Ayres, charged with those that correspond to the Argentine Confederation.

Buenos Ayres, November 7. 1850.

To H. E. the Minister Plenipotentiary of Her Britannic Majesty, the Honourable Henry Southern.

The undersigned has had the honor to convey to the supreme knowledge of H. E. the Governor and Captain General of the Province, Brigadier Don Juan Manuel de Rosas, Y. E's. note of the 15th of October last, whose tenor is as follows.—

"I have the honor to acquaint Y. E., that H. M's. Principal Secretary of Statefor Foreign Affairs has transmitted to me Letter from my august Sovereign, addressed to H. E. the Governor and Captain General of the Province of Buenos Ayres, charged withthe Foreign Relations of the Argentine Confederation, Brigadier General Don Juan Manuel de Rosas, announcing the death of H. R. H. theDuke of Cambridge.

I have the honor to enclose a copy of H. M's. Letter, and request that Y. E. will ave the goodness to bring it to the knowledge of H. E. the Governor, and to acquaint me who it may please H. E. to receive this Royal Letter at my hands."

H. E. the Governor being informe of the foregoing note, has ordered the undersigned to manifest to Y. E., that it will be grateful to him to receive you on Saturday the xteenth instant, at three in the afternoon, fothe delivery of the Royal Letter of Her Masty the Queen of Great Britain, in which shecommunicates the melancholy news of the mournful death of her much beloved Uncle, Hi Royal Highness the Duke of Cambridge, youngest Son of His late Majesty King Gege the Third.

God preserve Y. E. many years.

FELIPE ARAN.

This solemn act took place on Satday, the 16th instant, at San Benito de Palero, actual residence of H. E. the Governor.

H. E. the Minister Plenipotentiary of Her Britannic Majesty, was received by H. E. in the usual form, and on delivering ie Royal Letter to H. E. the Governor, expressed himself in delicate terms of cordial beneolence.

Having received the letter, H. E. the Governor manifested to H. E. th Minister Plenipotentiary, the Honourable Hnry Southern, Esq., the following:—

Mr. Minister—

If I feel honoured and gratified bthis Royal letter, this delicate expression of confidence from Her Majesty, I feel a profoun sorrow on being informed of the mournful desase of His Royal Highness, the Duke of Casbridge.

As beloved as respected, from th many exalted qualities that adorned him, by his morality and numberless acts of beneficence, he merited the esteem of all.

With painful emotion I sympathise with Her Majesty Queen Victoria, and participate in her sorrow.

May an infinitely just God, grant to Her Majesty that consolatory resignation, inherent in her exemplary virtues.

I address, together with the Agentine Confederation, my earnest supplicon to Heaven, for the health, for the glory of Her Majesty, that of her People, her illustrious Consort and Royal Family.

VICTORIA, by the Grace of God Queen of the United Kingdom of Great Britain and Ireland, Defender of the Faith &c., &c., &c. To the Argentine Confederation, Greeting:—

We fail! a painful duty, announcing to you the death of Our well-beloved Uncle, His Royal Highness the Duke of Cambridge, youngest Son of His deceased Majesty King George the Third, who died after a short illness at twenty minutes to ten, on the night of the 8th Instant, at the age of Seventy Seven years. We are certain, from the proofs of sympathy you have manifested towards Us on other occasions affecting our happiness, that you will sympathise with our affliction for the loss of so esteemed a Relative. And accordingly we recommend You to

the protection of the Almighty. Given in Our Court in the Palace of Buckingham, this Seventeenth day of July, in the year of Our Lord, 1850, and the Fourteenth of Our Reign.

Your Good Friend,
(Signed) VICTORIA.
(Countersigned) PALMERSTON.

The Governor of Buenos Ayres, Charged with the Foreign Affairs of the Argentine Confederation.

To Her Majesty VICTORIA the First, Queen of the United Kingdom of Great Britain and Ireland, Defender of the Faith, &c. &c. &c.

Greeting!

Great and Good Friend,

The Royal Letter of the seventeenth of July last, in which Your Majesty acquaints me of the deplored death of your much beloved Uncle, His Royal Highness the Duke of Cambridge, youngest Son of His late Majesty King George the Third, has affected me with the keenest and most profound sorrow. The virtues and excellent qualities with which he was adorned, and for which he was so much beloved, justly entitle him to universal sympathy.

With the deepest emotion the Argentine Republic, and the Chief Magistrate Charged with the Foreign Affairs, participate in the grief of Your Majesty, in that of Your illustrious Consort, the Royal Family and the British Nation.

I humbly beseech God Our Lord to dispense to Your Majesty a consoling resignation in such bitter affliction, and to preserve You in His holy keeping.

At Palermo de San Benito, on the seventeenth day of November, in the year of Our Lord one thousand eight hundred and fifty, fortieth year of our Liberty, thirty fifth of our Independence, and twenty first of the Argentine Confederation.

Your Good Friend,
JUAN MANUEL DE ROSAS,
FELIPE ARANA.

Department of Foreign Affairs.

Palermo de San Benito, Nov. 17th, 1850.

The Government in testimony of the profound grief which it has felt on learning the painful news of the death of His Royal Highness the Duke of Cambridge, youngest Son of His late Majesty King George the Third, and Uncle of Her Majesty Victoria the First, Queen of the United Kingdom of Great Britain and Ireland, decrees—

Art. 1st. The civil and military employées shall wear the customary mourning on the twenty third instant.

2nd.—Let this be published, communicated to whomsoever it may concern, and inserted in the Official Register.

ROSAS.
FELIPE ARANA.

ENGLAND.

THE LATE DUKE OF CAMBRIDGE.

"Adolphus Frederick the decased Prince, was the seventh and youngest son of George III., and had completed the seventy-sixth year of his age, having been born on the 24th of February, 1774. In the thirteenth year of his age he was, with his two elder brothers, the Dukes of Cumberland and Sussex, sent to the University of Gottingen, where he was entered on the 6th of July, 1786. The Duke of Cambridge remained at Gottingen only three years, at the end of which period he became an officer in the British army, having been gazetted an ensign in the sixteenth year of his age, but it was not until 1793 that he came to reside in England. The position in which the Nation then stood was one of the utmost danger, and fraught with infinite anxiety to the monarch and states of the country, and the political parties into which England never ceases to be divided, laboured with their usual zeal and ardour to acquire a fresh auxiliary in the person of the Duke of Cambridge. He was courted alike by Tory and by Whig. On the one hand he was solicited by Fox, Sheridan, the Prince of Wales, the Duke of Sussex, and the Duchess of Devonshire—on the other, he was prompted by the natural prejudices of a prince, and the filial affection due to a kind father, and, after a short coquetting with Liberalism, he became a firm supporter of Mr. Pitt. In the same year that he came to England (1793) he served for a short time with the British forces before Dunkirk. In 1794 he attained the rank of colonel, and on the 24th of August, 1798, that of lieutenant-general, being then only twenty-four years of age. It was not, however, till the 27th of November, 1801, that he obtained his peerage, when he was created Duke of Cambridge, Earl of Tipperary, and Baron of Culloden.

On the part of the King's Government there appears then to have been every disposition to give the sons of the monarch the fairest possible opportunities of acquiring renown in the profession of arms, and although the expedition to Holland in 1799, commanded by the Duke of York, achieved no success, yet the Duke of Cambridge was subsequently entrusted with another army, intended to obstruct the progress of Bonaparte on the continent. In the year 1803 he was sent at the head of 8,000 Germans and 6,000 English to defend the electoral dominions of his father. The Hanoverians, however, did not appreciate as highly as might have been wished, the honour and advantage of a connexion with England, and the Duke found, when he arrived in Hanover, that the interest of his family there was at an end, and he therefore requested his recall. The English Minister, however, told him that his duty was to remain at his post; but after publishing a manifesto to the Hanoverians, calling on them to rise *en masse*, which produced no effect, he returned to England, leaving the army under the command of Count Walmoden, who was soon obliged to capitulate. Immediately on the formation of the German Legion, the Duke of Cambridge was appointed to its command, having been raised to the rank of general on the 25th of September, 1803, and appointed Colonel of the Coldstream Guards on the 5th of the same month, in the year 1805.

As soon as the French left Hanover the Duke of Cambridge was appointed Viceroy, and in the possession of that government he remained till the year 1837, when Ernest, Duke of Cumberland, succeeded to that kingdom as the eldest male representative of the house of Guelph. The Viceroy not only very much reduced the army, but made the nobles liable to share in all the public burdens; and thus matters went on in Hanover for about fifteen years, when the general movement throughout Europe, which expelled Charles X. from the throne of France, rendered it necessary for the Sovereign of Hanover to bestow upon that kingdom a constitutional form of government. This was not, however, a very happy experiment, and it was one of the earliest acts of King Ernest, after his accession in 1837, to withdraw it.

On the 26th of November, 1813, the Duke of Cambridge was raised to the rank of Field-Marshal in the army, and in consequence of the death of the Princess Charlotte he, like many other members of the Royal Family, contracted a matrimonial alliance. At Cassel, on the 7th of May, and in London the 1st of June, 1818, he was united to Augusta Wilhelmina Louisa, the third daughter of the Landgrave Frederic of Hesse Cassel, a Princess then in the twenty-first year of her age, who now survives him. By this marriage he had one son and two daughters. On the accession of her present Majesty, Queen Victoria, the Duke of Cambridge transferred his residence from Hanover to England. In private life he was irreproachable; and, though many members of our Royal Family have earned and continue to deserve a great amount of popular esteem, yet that Prince must indeed be considered fortunate who leaves behind him a fairer reputatiou than the Duke of Cambridge."—*Atlas.*

DISCOVERIES AND IMPROVEMENTS.

GOLD REFINING.—The accounts from the United States mention a highly important discovery in gold refining made by Mr. R. S. M'Culloch, professor of natural philosophy in Princeton College, and late United States melter and refiner at the Philadelphia Mint. This gentleman professes to have discovered a new, quick, and economical method of refining argentiferous and other gold bullion, by which the work may be done in one half the time at present required. It appears that the new method would save in labour and materials about one half the cost required by the process now used in the mint of the United States, so that the charge to depositors for refining, which is now fixed, according to law, at the actual cost, may be considerably reduced. The apparatus required is less costly and more compact than that used in either of the methods now employed. The advantages in respect to space are such that, it is stated, probably five times as much work as at present may be done in the same building. Professor M'Culloch has taken out a patent for the discovery, but has offered to dispose of it to the United States Government on certain terms—an offer which it was thought probable that the Government would accept. The professor has placed the patent for the United Kingdom in the hands of Mr. Turner, of the house of Ruck, Turner, and Co., merchants, of London.

GOLD AND SILVER GLASS.— A new method of manufacturing ornamental glass has lately been discovered, which presents the brilliant appearance of highly polished gold and silver. This mode of "silvering" glass is a new invention, which is now being carried out by a company in London. The various articles are blown of two separate thicknesses of glass throughout, and the silver is deposited upon the two interior surfaces of the double hollow glass vessel. The silver is deposited from a solution of that metal by the reducing agency of saccharine solutions; in short, the process is entirely a chemical one. The double hollow vessels are hermetically sealed, and thus the silver deposit is protected from wear and from atmospheric influences. The brilliant silver deposit being seen through the coloured glass, communicates to that substance, in a curiously illusive manner, the appearance of being entirely formed of gold or silver itself. When the glass is cut the brilliancy of the silver is heightened; and on the other hand, when the glass is ground, the effect of frosted silver is produced. By staining, and the employment of variously-coloured glasses, the effect is modified in a variety of ways; thus, with certain yellow glasses, the effect of gold is produced; with deep green and ruby glass, coloured metallic lustres, equal in effect to the plumage of birds are obtained. As every form into which glass can be blown is silvered with facility, the extent to which this beautiful invention can be carried is perfectly unlimited. The new process extends to flower vases, chimney ornaments, and in fact, to every article usually made of glass.

For ornaments it presents all the lustrous brilliancy of highly polished gold and silver, at a great reduction in cost, and for imitation jewellery and illuminations it will far surpass anything known. In fact, the invention is at present quite in its infancy, and promises soon to fill the houses of the middle clases, usually destitute of brilliant ornaments, with cheap articles presenting all the striking appearance of costly plate, &c. The *Ladies' Newspaper* lately gave several engravings of vases, &c., made on this new principle.—*European Times.*

Miscellaneous.

A LEAPING MACHINE FOR EXPLORING PARTIES.—Mr. Wise, the American aeronaut, has the following singular suggestion for a leaping machine to assist exploring tourists:—"If we take a balloon of limited size, about eighteen feet in diameter each way, it will, when inflated with hydrogen gas, be capable of raising 160 pounds, independent of its own weight. Now, if this be so fastened to a man's body, as not to interfere with the free use of his arms and legs, he may then ballast himself so as to be a trifle heavier than the upward tendency of the balloon, which will be nearly *in equilibrio*. If, then, he provides himself with a pair of wings, made on the bird principle, with socket joints to slip over his arms at the shoulders, and a grasping handle internally of each one, at the distance from the shoulder joint of the wing, as the distance is from the shoulder to his hand, he may beat against the air with his wings, and bound against the earth with his feet, so as to make at least a hundred yards at each bound. This the writer has often done, in the direction of a gentle wind, with the aid of his feet alone, after his balloon had descended to the earth; and, on one occasion, traversed a pine forest of several miles in extent, by bounding against the tops of the trees. Such a contrivance would be of inestimable value to exploring expeditions. Landings to otherwise inaccessible mountains; escapes from surrounding icebergs; explorations of volcanic craters; traversing vast swamps and morasses; walking over lakes and seas; bounding over isthmuses, straits, and promontories, or exploring the cloud-capped peaks of Chimborazo, could thus all be easily accomplished."—*Times.*

MARINE LIST.

PORT of BUENOS AYRES

November 16.—*Wind N., in the afternoon changed to N. E.*

Arrived, Sardinian schooner Nueva Carmen, 81 tons, Domingo Maccio, from Montevideo 15th inst.

Passengers—17.

Russian barque Sarine, 250 tons, H. Tomzen, from Liverpool 9th September, to Bayley Brothers, with 310 tons coal.

November 17—*Wind S. E.*

Sailed, Danish brigantine Cecilie Marie, 132 tons, C. F. Thomsen, for Hamburg, despatched by Otte, Rosenthal & Co., with 6792 dry ox and cow hides, 12 bales horse hair.

November 18.—*Wind N. N. E., in the afternoon changed to E. N. E.*

Arrived, American barque Edward Koppisch, 249 tons, N. W. Towne, from Salem 20th September, to Daniel Gowland & Co., with 342 barrels rice, 24 boxes sperm candles, 50 do. stearine do., 70 do. tea, 50 do. matches, 4 do. fire crackers, 200 dozen brooms, 50 nests buckets, 600 rolls cordage, 10 boxes clocks, 100 bags pepper, 1500 feet pine lumber, 12,250 Spanish dollars, 70 doubloons, 84 boxes wooden chairs.

Bremen barque Lessing, 320 tons, Friedrichs, from Memel 17th September, to Bunge, Bornefeld & Co., with 197,568 feet pine lumber.

November 19.—*Wind N. E., rain, in the after noon changed to W.*

Arrived, British brig Willam Tuker, 164 tons, P. Royal, from Liverpool 13th September, to Samuel Hesse, with 25 boxes and 48 casks hardware, 8 casks zinc, 6 sheets lead, 6 casks tin, 174 boxes and 93 bales cottons, 1 box books, 3 casks earthenware, 1 box ink, 29 bales cloth, 37 boxes and 37 bales merchandize, 100 kegs and 100 casks nails, 100 stoves, 4 bundles grid irons, 1 box chairs, 60 bundles spades, 463 iron pots, 3 carriages, 6 bales and 15 boxes linen, 1620 bars iron, 129 bundles do., 262 do. hoop do., 15 tons coal, 189 flag stons.

British schooner Anne Sophia, 151 tons, Stephens, from Liverpool 4th September, to Nicholson Green & Co., with 26 tons coal, 24 do. iron, 17 casks hardware, 343 boxes and 211 packages cottons, 77 crates earthenware, 4 bales cloth, 50 boxes tin, 3 do. handkerchiefs, 3 do. sundries, 2 do. silks.

Sailed, H. B. M's packet Spider, Lieut. James W. Tomlinson, for Montevideo and Rio Janeiro, with the mail for Falmouth.

November 20.—*Wind E.*

Arrived, Sardinian polacre barque Romulo, 244 tons, Agustin Badaraco, from Genoa 4th September, to José Avegno.

Passengers—34.

Austrian barque Melinka, 256 tons, Antonio Girovich, from Fiume 26th August, Cataro 1st September, to De Lisle Brothers & Co., with 120 bales tow, 5020 pine boards, 2640 handspikes, 3,200 buckets, 1400 oars 2500 lbs. cordage, 21 spars.

Spanish brig Manuel, 155 tons, Pedro Garcia, from Malaga St. Catherines 8th inst., to Zumaran & Co., with 20 pipes wine, 350 quarter casks Malaga do., 90 barrels do. do., 34 boxes merchandize, 70 bales paper, 20 quintals hemp, 4 boxes music paper, 1 box books, 2 do. lemon juice, 92 dozens planks and boards, 21 barrels arrow root.

French barque Cotinguiba, 173 tons, Bessil, from Cette 8th September, to Marius Laplane, with 390 pipes and 50 half do. red wine, 180 boxes do., 228 do. frontignan, 25 do. bitters.

British barque Reindeer, 213 tons, Tindall, from Liverpool 14th September, to Bates Stokes & Co., with 36 bales, 97 boxes and 15 packages merchandize, 153 boxes and 128 bales cottons, 39 do. and 69 boxes linen, 100 boxes and 13 casks tin, 72 boxes, 16 packages and 82 casks hardware, 2 bales cloth, 2101 iron pots, 7 bales and 1 box woollens, 3 bales canvas, 74 bundles galvanised iron, 40 tons iron, 6 boxes paint, 3 do. ink, 30 tons coal, 20 kegs nails, 16 boilers.

Bremen brig Phœnix, 210 tons, J. H. Diercks, from Cape de Verds 14th October, to Visser, Deetjen &'Hughes, with 112 moyos salt.

British barque Brothers, 259 tons, T. H. Herd, from Cadiz 25th September, to De Lisle, Brothers & Co., with 140 lasts salt, 4 boxes leeches.

Sailed during the night, Sardinian lugger of war Fama, Lieut. Alberto de Clabisana, for Montevideo.

November 21.—*Wind E. N E.,*

Arrived, British brig Edith, 315 tons, Thomas Harvey, from Liverpool 15th September, to Nuttal & Co., with 3,389 bars and 110 bundles iron, 6 frying pans, 138 bundles hardware, & spades, 75 dozens spades, 257 bundles do., 1 cask hardware, 303 boxes, 163 bales, 37 packages, 114 casks, 15 hogsheads, 20 kegs merchandize, 10 packages samples, 11 boxes and 6 barrels drugs, 50 crates earthenware, 108 kegs nails, 967 flag stones, 190 tons coal.

French barque Genie, 217 tons [illegible] Algeciras 21st September, to Adolfo Van Praet, with 20,000 kilograms salt, 42 barrels cod fish, 22 seroons, do. 374 pipes 50 half do. and 40 quarter casks wine, 50 boxes bitters, 5 do. oil, 1 box red wine, 1 do. fire arms 2 jars confectionary.

British ship Kyle, 332 tons, George Longfort, from Llanelly 10th September, to Santamaria, Llambi & Cambaceres, with 500 tons coal.

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

November 22.—*Wind E.*

Arrived, British barque Good Luick, 232 tons, De Grouchy, from Cadiz 12th September, to Briscoe & Co., with 160 lasts salt.

Swedish barque Activ, 357 tons, Holmareen, from Buceo 20th inst, to Bunge Bornefeld & Co., with 200 tons shells.

Sailed, British barque Leopard, 300 tons, George Sbire, for Antwerp, despatched by Samuel Hesse, with 1764 salted ox and cow hides, 10 236 dry do. do., 50,000 shin bones.

Oriental schooner Cid Campeador, 122 tons, Ramon G. Panasco, for Buceo, with a cargo of Foreign produce.

The following are the manifest of the undermentioned vessel—

"Bonne Aimée"—2 boxes paintings, 896 half pipes and 300 boxes red wine, 1 do. clothing, 1 do. silks, 150 half pipes vinegar, 2 boxes hops, 50 do. pilchards, 5 do. paper, 4 do. ink, 4 drip stones, 11 do. glass globes, 3 do. coarse snuff, 30 do. pickles, 11 do. preserves, 2 do. engravings, 1 do. daguerreotype, 4 do. snuff.

"Febos"—129,700 feet pine lumber, 75 barrels pitch.

SHIPPING MEMORANDA

ARRIVED AT GRAVESEND.

Sept. 11, General Belgrano, Garrido, hence 3d July.

AT QUEENSTOWN.

Sept. 10, New Forest, Laing, hence 3d July.

Vessels spoken by the Britis ship Kyle, arrived here on the 21st inst., from Llanelly.

Sept. 23, lat. 31° 34' N., long. 18° 29. W., barque Ocean Queen, from Liverpool for California, 15 days out. Sept. 28, in lat. 22° 11' N., long. 24° 2' W., brig Panope from London for Algoa bay, 21 days. Oct. 9, in lat. 9° 22' N., long. 23° 22' W., American ship Cobden, New York to California 39 days. Oct. 10, in lat. 8.° 30' N., long. 23° 2' W., American ship whaler, Montreal, from the South Pacific. Oct. 12, in lat. 6° 30' N., long. 23° 8' W., barque John, from Cardiff for California, 40 days out. Nov. 10, in lat. 25° 31, S., long. 38° 3' W., brigantine Navigator hence to London, 12 days. Nov. 11, in lat. 27° 8' S., long. 39° 48' W., brig Sarah Birkett, from Whitehaven for Panamá, out 65 days.

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 Sbire	300	Samuel Hesse	Antwerp.
" 26	Brig Hyperion, William Scott	241	John Galt Smith & Co.	Falmouth.
Sept. 13	Brig Frisk, George Whiteway	181	Twyford and Co.	Boston
" 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.	Liverpool.
" 3	Brig Ann, Richard Blair	195	W. H. Henzell	London.
" 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 29th May, John Godel	248	J. N. Bieber & Co	New York.
" 25	Brig Creole, James P. Avery	281	John Best & Brothers	Liverpool.
" 26	Ship Sir Richard Jackson, James Doron	418	John Best & Brothers	United States
" 28	Barque Commodore, Thomas Asplet	258	Barber & Orr	
Nov. 3	Barque Stranger, John Miller	250	James McDonell	
" 4	Barque Lancashire W tch, E. L. Brownrigg	195	Plowes, Atkinson & Co.	
" 5	Schooner Letitia, Henry Eade	101	Becher, Preuss & Co.	
" 9	Barque Mercutio, William Sewell	244	Wilfred Latham & Co.	
" 14	Barque Minstrel, Richard Kelly	280	Hughes Brothers	
" 19	Brig William Tucker, P. Royal	164	Samuel Hesse	
" 19	Schooner Anne Sophia, Stevens	151	Nicholson, Green & Co.	
" 20	Barque Reindeer, Tindall	213	Bates, Stokes & Co.	
" 21	Barque Brothers, T. H Herd	259	De Lisle Brothers and Co.	
" 21	Brig Edith, Thomas Harvey	315	Nuttall and Co.	
" 21	Ship Kyle, George Longfort	332	Santa Maria, Llambi & Cambaceres	
	AMERICAN.			
Sept. 1	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla & Co.	United States.
" 21	Ship Arvum, Richard Rankin	364	O. J. Hayes & Co	Boston.
October 4	Ship Sacsusa, 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.	Do.
" 3	Brig Palos, Freeman Hatch	276	James C. Thompson & Co.	Do.
" 18	Barque Edward Koppisch, N. W. Towne	249	Daniel Gowland and Co.	
	FRENCH.			
Sept. 30	Barque José, Schmidt	206	Blas Despouy	Havre
October 3	Barque Neptune, Benoist	232	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.	Do.
" 6	Brig Aspirant, P. Maillé	120	To order	Cette.
" 11	Barque Bonne Aimée, Hipolite Grenier	231	Jacobo Parravicini	
" 20	Barque Cotinguiba, Bessil	173	Marius Laplane	
" 21	Barque Genie, Caumac	217	Adolfo Van Praet	
	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	288	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 Arimon	168	E. Ochoa & Co	
" 24	Schooner Isabel, Pedro Siches	210	Llavallol and Sons	
" 26	Polacre Elisea, [illegible]	168	Llavallol & Sons	
" 27	Brig Palamos, Juan Cabruja	204	E. Ochoa and Co.	
Nov. 1	Brig Florentino, Ysidro Maristany	204	Freyer Brothers	
" 5	Brig Monarca, Antonio Pages	218	Llavallol and Sons	
" 6	Schooner Elvira, Juan Puig	156	Felix Buxareo	
" 9	Brig Fortuna, Ysidro Sensat	206	Llavallol and Sons	
" 20	Brig Manuel, Pedro Garcia	155	Zumaran and Co.	
	SARDINIAN.			
July 13	Barque Hesperia, Lorenzo Canevaro	282	Bartolomé Viale	Genoa.
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 Andres 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 Bautista Cortase	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.	Rio Janeiro.
" 6	Barque Speranza, Federico Scotto	202	A. Mancilla & Co.	
" 7	Brig L'Ammiraglio des Geneys, B. Profumo	308	Bartolomé Viale & Co.	
" 9	Brig Fortuna, Isidro Sensat	206	Llavallol and Sons	
" 11	Polacre Febo, Geronimo Cabassa	260	Samuel B. Hale	
" 20	Polacre Romulo, Agustin Badaraco	244	José Avegno	
	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.
October 3	Brigantine Pelicano, Antonio Cardoso de Silva	133	To order	Do.
" 6	Brigantine Bella Anita, José Ganduifo	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.
Nov. 11	Brig Dido, J. Malcow	382	To order	Do.
	BREMEN.			
October 8	Brig Arminius, Gerard Nordenhaltz	192½	Zimmermann, Frazier & Co.	New York
Nov. 18	Barque Lessing, Friedrichs	320	Bunge, Bornefeld and Co.	
" 20	Brig Phoenix, J. H. Diercks	240	Visser, Deetjen and Hughes	Antwerp.
	HAMBURG.			
Oct. 24	Brigantine Norma, C. A. Preale	135	J. N. Bieber & Co.	Falmouth.
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. Diewitz	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.	
Nov. 16	Barque Sarine, H. Tomzen	250	Bayley Brothers	
	AUSTRIAN.			
Nov. 19	Barque Melinka, Antonio Girovich	256	De Lisle Brothers & Co	
	DANISH			
Aug. 9	Brig Ida & Emma, Bock	155	Freyer Brothers	Brazil
Sep. 23	Brig Thorvaldsen, J. Jessen	166	Otte, Rosenthal & Co.	New York
October 17	Brigantine Holstein, P. Mayer	134	José Coelho Meyrelles	Brazil.
" 22	Brig Triton, J. Y. Dall	15[illegible]	Wedekind & Co.	New York
" 22	Brig Ceres, Hans Heller	23[illegible]	Bunge, Bornefeld & Co.	Antwerp
" 23	Brig Von Brock, F. Jacobsen	15[illegible]	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.

To Correspondents.

We have not space this week for the communication relative to the Tea Party of the Total Abstinence and Beneficial Society, it shall appear in our next.

Advertisements.

To Let,

A commodious drawing-room to the street with a bed-room contiguous, either furnished or unfurnished. Also, convenience for keeping a horse if required.

Apply at No. 143, Calle del Perú.

SALE BY AUCTION,

By Ramon G. Arriola y hermano.

On Thursday the 28th inst., at 11 o'clock, will be sold by public auction all the Household furniture at Mr. James A. Newnham's dwelling house, Reconquista No. 134.

Notice.

Consulate of the United States of America Buenos Ayres.

Richard Crockett, Jr., master of the American barque Muskingum, wishes to borrow about two thousand silver dollars, to pay for repairing damages sustained by said barque during the storm of the 16th and 17th September last.

He will Hypothecate said barque and her earnings as freight hence to New York and Boston, for the repayment of said amount, within fifteen days after the arrival at either Port.

Sealed proposals will be received for the above at this Consulate untill Monday the 2nd December next at 12 O'clock m., to be endorsed, "proposals for lending money to the Master of barque Muskingum."

JOS. GRAHAM,
U. S. Consul.

November 23rd, 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 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 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.

William Weston,

DAGUERREOTYPIST,

No 37 Calle la Victoria, (in the altos,)

Has the honor to inform his friends and the public that he has recently succeeded in effecting some important improvements in the art; particularly in the method of coloring the portraits. The advertiser is aware that this branch of the art has been abused here and elswhere by being unskilfully applied with a view to hide defects in bad impressions, more than to improve or embellish good ones: but the distinctness of outline and clearness of detail which are the chief characteristics of the Advertiser's portraits, have enabled him to dispense with the use of colors until he could so apply them as decidedly to improve the best Daguerreotype. This he has, by long perseverance happily accomplished, and he is now enabled to offer to the public portraits almost equal to miniatures in beauty of tint, and surpassing them in resemblance to the original.

Hours of operation from 9 in the morning to 4 in the afternoon.

Paintings and engravings copied.

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 San Francisco,

California.

Touching at Valparaiso.

The fast sailing new, French Barque

"Georges,"

400 tons,

Capt. Tangui This splendid vessel will sail for the above destination in the end of this or beginning of next month, and offers a first rate opportunity for passengers, who will be treated most liberally by the Captain.

For Antwerp.

The well Known fast sailing A I. Prussian brig

"Dido"

242 tons,
Capt. Gastav Malchow.

Has more than half of her cargo engaged, and will meet with quick dispatch This fine vessel has most superior accommodations for passengers, to whom the Captain offers a very liberal treatment.

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 RIO DE JANEIRO.

Passengers only.

The fine Danish brigantine "HOLSTEIN," will sail in the course of a fortnight for the above destination, and has most excellent accommodation for passengers.

FOR RIO DE JANEIRO.

Passengers only.

The beautiful Brazilian brigantine "Bella Anita," has all her cargo engaged and going on board, will meet with quick despatch. Her cabin is spacious and offers all advantages for passengers.

Consignees Messrs. Lezica & Co.

FOR ANTWERP.

The beautiful fast sailing A. 1. coppered and copper fastened Bremen brig "Phoenix," 210 tons Register, J. H. Diercks, commander, is a chartered vessel, and has room but for from 3 to 4000 dry hides, she is guaranteed to have quick despatch. Her accommodations for passengers are excellent and people desirous of making a trip should avail themselves of so good an opportunity.

Consignees Messrs. Visser, Deetjen & Hughes.

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 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 on board, and can still admit about 2000 dry hides or equivalent in bales. Her accommodations for passengers are excellent.

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 their 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 copperfastened well known American barque "Muskingum" of 248 tons, Capt. Richard Crockett, is ready to receive cargo on board 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.

SALT for sale on board the Bremen brig Phoenix at a very moderate price and in quantities at the convenience of the purchasers. Apply to the office of Richard Sutton, Jr.,

Ship Broker,
Calle Reconquista No. 14.

Notice.

The copartnership hitherto existing in this city, under the firm of Lynch, Gutierres & Co., Ship Lighters, has this day been dissolved by mutual consent; the business will henceforth be continued by Carlos J. Guerrero & Co.

The Liquidation of the extinguished firm will be effected by the individuals forming the dissolved partnership.

Calle Belgrano No. 16.
Lynch, Gutierres & Co.
Carlos J. Guerrero & Co.

November 15th, 1850.

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.

British brig "Ann," 195 tons, Blair, commander, has possitively engaged a great portion of her cargo which is now going on board, she has still room for a few pipes of tallow and salted hides, and has superior accommodations for passengers.

Consignee W. H. Henzell, Esq.

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 Messrs. 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 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.

Consignee 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.

French barque "Australie," 210 tons, F. Courian commander, has a great portion of her cargo contracted for and has still disengaged room for a few tons of salted hides and light freight.

Consignees Messrs. Mr. Lopez & Ca.

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 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 NEW YORK.

British barque "29th of May," 248 tons, John Godel, commander, is A. 1. at Lloyd's, fast sailer, is chartered to sail for the above destination within a limited time, and offers a first rate conveyance for passengers, for which she has very good accommodations.

Consignee Messrs. J. N. Bieber & Co.

FOR NEW YORK and BOSTON.

The splendid A. 1 British built ship "Sir Richard Jackson," 418 tons register, James Down, commander, is chartered for the above destination and has only disengaged room for passengers for whom she has superior accommodations.

Consignees Messrs. J. Best & Brothers.

For Freight or Charter.

British schooner "Letitia" 101 tons, Henry Eade, Commander, is A. 1. at Lloyd's, and a fast sailer, offers a splendid opportunity to shippers, being a very small carrier and will load her entire cargo in the inner roads.

Consignees Messrs. Becher, Preuss & Co.

British barque "Stranger," 250 tons, J. Miller, commander, is A. 1. at Lloyd's, a very fast sailer, offers a very good opportunity to shippers and passengers.

Consignee J. McDonell, Esq.

For Sale,

The very fine fast sailing British brig "Lady Mona," 196 tons, Perkins, commander, is A. 1. at Lloyd's for 12 years, and only 4 years old, a remarkably fast sailer, and is of a light draft of water. For further particulars please apply to the Commander, at No. 6 Calle de la Piedad, or to the

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.

November 16, 1850.

FOR HAMBURG.

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

FRIEDERICH ERNST,

of 198 tons,
Capt. 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.

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,

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.

Please apply N.° 70, Santa Clara.

To Let.

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

To Let.

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

WANTED,

In an English family, a man or woman servant. Persons having good recommendations as to character and knowledge of their duties, may apply at Calle del Peru, No. 13.

NORTH AMERICAN CHAIRS.

Just received by the barque "Edward Koppisch," a large assortment of very strong made North American wood seat Chairs. For sale in the Upholstery store of Wm. & P. Inglis, No. 49, Calle Santa Clara.

For Sale,

About eight squares of Trefoil. Please apply at the Quinta of Don Floro Lavalle, on the opposite side of the Riachuelo.

Wants Employment,

A person lately arrived in this city, wishes employment in zinc or copper roofing, making gutters of zinc or tin, copper steam pipes for saladeros, or any other work in the same line. Having had long experience in the United States, he hopes to obtain a share of public patronage.

Persons wishing his services can apply at Calle del Comercio, No 105

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.

Wanted,

A Good Steward, without unexceptionable references, none need apply.

Calle de Maipu No. 45.

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 & Co., 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 Cormenin, 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.

Cook Wanted.

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

To Let,

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

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.

For Sale.

At No. 41 Calle del Perú

Real Hollands Gin of first quality in cases.

Also a quantity of best Java coffee by wholesale or retail.

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.

FEATHERS.—Duty, 4 per cent.			
Ostrich, platted ——lb—	5	á	6
" loose ——do—	3	á	3½
HAIR.—Duty, 4 per cent.			
Horse, short ——arroba	28	á	30
" mixed ——do—	36	á	42
" long 18 to 24 inches do—	70	á	90
HIDE Cuttings.—Duty, 4 per cent.			
Baled, quintal——	—	á	24
HIDES.—Duty, 1 dollar each.			
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	44	á	48
Matadero, country, 25 to 30 lbs. av.	42	á	45
For Spain, per 35 lbs——	44	á	45
" North America, per do——	41	á	42
Of all stake ——per do——	37	á	40
Salted ox, 60 lbs. av, per 60 lbs.	—	á	40
Do. " 63 lbs. and above do.	—	á	42
" cow 45 to 48 lbs. average do	40	á	42
" " 50 lbs. and above do.	3[illegible]		
Horse, salted, each ——	6½		rs.sil.
" dry ——do——	10	á	12
HORNS—Duty, 4 per cent.			
[illegible] ——thousand	800	á	1000
Cow ——do—	250	á	300
JERKED Beef—Duty, 4 p. ct. qql.	—	á	[illegible]
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	35	á	40
Do. dirty ——do—	24	á	25
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw ——arroba	18	á	19
Do. melted, 1st class, do.	27	á	28
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	16
Mestiza, washed ——do—	45	á	50
Do. dirty ——do—	25	á	35
Fine, washed ——do—	55	á	65
" dirty ——do—	35	á	40
Cordova, washed ——	27	á	28 rs.sil.
Do. dirty ——			none.

MONEY MARKET.

EXCHANGE, England, in currency, 3 7-8d. p. dol.
Do. do. in specie 74 á 75s. per oz.
Do. France, do. do. 95 á 96f. per oz.
" Montevideo nothing doing.
" Rio Janeiro, par
" United States 8 per cent. discount

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

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

BULLION—Spanish doubloons .... 232½ á 233
" Patriot doubloons .... 230½ á 231
" Do. Dollars ...... á 14¼
" Spanish do. & Patacones á 15
" Plata Macuquina ..... á 13

The highest price of Spanish doubloons during the week 233¼

The lowest 232

The highest price of Patriot doubloons during the week 232

The lowest 230½

Permits for shipping specie, prem. per cent. á ¼

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70s. per 2240 lbs.	40s. p. 2240 lbs.	In box. 40s. } per 2240 In pipes 40s } 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	7-8ct. &5p.ct.p.lb.	¾ ct &5 per cent.	.... none	$7&5p.ct. 40 c.ft.	3 rls. p. 100 nominal
Rio Janeiro..	......none......	......none......	........none........	...... none......	nothing doing
Havana	......none......	......none......	........none........	...... none......	

George Thomas, Responsible Editor