British Packet

AND

ARGENTINE NEWS.

(No. 1265.) BUENOS AYRES, SATURDAY, NOVEMBER 30, 1850. [*Established in* 1826.]

BUENOS AYRES.

CHILI.

Our relations with the sister Republic are in general so cordial and interesting, that we regret to see any misunderstanding, that may debilitate or endanger them. And our regret is the more intense in the present instance, from an intimate conviction, that the error of the Chilian Government does not originate in bad faith, or crooked policy, but from an involuntary misapprehension of its position, prerogatives, obligations and means of action, as an independent and sovereign State; an illusion that cannot possibly survive the lucid demonstration, embodied in the recent official correspondence of the Argentine Government.

The point at issue hinges on the interpretation, or rather the practical application of the *law of libel*; and a succint narration of the particular case under discussion; may be advantageous to a clearer comprehension of the general question.

D. F. Sarmiento, an Argentine by birth, after a career of dubious notoriety in his native land, sought asylum as a political refugee, in the territory of Chili. Hopelessly lost as his cause must long have appeared to every reflecting and impartial observer, Sarmiento clings to it with the energy of desperation; and with a sort of egotistical hallucination, modestly regards and announces himself, as the Tell or Wallace of the Confederation.

Unlike his great prototypes, however, in one very essential respect, Sarmiento has carefully kept aloof from all scenes of personal conflict; and contented himself with *distilling the subtle poison*, in which Lavalle, Rivera, Paz, La Madrid and others were allowed and directed to dip their envenomed weapons. The coveted record in Sarmiento's case appears to be, not "the might that slumbers in a peasant's arm," but *the might that slumbers in an author's pen*.

To do him justice, Sarmiento has been indefatigable in his anarchical vocation. In his private correspondence, by incidental pamphlets, and through the periodical press of Chili, he has laboured for years to villify and oppose every thing Argentine; not merely General Rosas, and his political rivals—but the country that gave him birth.

The audacious intrigues, the overt acts of conspiracy, the most ignant misrepresentations, and the scurrilous abuse of Sarmiento, naturally called forth the reclamations of the Argentine Government. The Chilian authorities, admitting and deploring the reality and aggravation of the charges against Sarmiento, and consequently the perfect justice and reasonableness of the Argentine requisitions, still decline to act, on the unprecedented plea, that *the laws and constitution of Chili, authorise such outrages, and deprive the Executive of all means of preventing or redressing them!*

To acquiesce in such a decision, would be to seal the ignominy of the South American Republics; and offer a direct bounty on slander, disorder, and anarchy.

Ranking as Chili deservedly does, in the category of free, independent, sovereign and civilized States, she enjoys all the privileges, and is subject to all the obligations, of international law. Whether or not specifically recognised, the general principles are embraced in her Constitution, and form a constituent and necessary part of her private legislation. Without this she would not be entitled to the immunities and prerogatives of a sovereign and civilized State.

In fact it is upon the proscriptions of said law that the Argentine reclamations are founded; and in it Chili must look for, and may certainly find, the means of redressing and preventing the injurious conduct complained of. It is highly inconsistent, therefore, to bring forward so flimsy a pretext.

And the laws of asylum, fairly interpreted and applied, would accomplish the same object. On dispensing to a political refugee, the benefits of an enlightened hospitality, it is on the express and indispensable condition that he remain quiet and inoffensive, with his pen as much as with his sword. By violating these conditions, Sarmiento has forfeited all right and claim to shelter and protection; and, if deaf to friendly admonition and remonstrance, may and ought to be expelled from the territory of his asylum. This the Argentine Government, as the party aggrieved, has a perfect right to demand; and with this the Chilian Government is under a perfect obligation to comply, as the party compromised by the turbulent and anarchical conduct of its guest.

Nor are respectable and authoritative precedents wanting. We have a recent one in the conduct of the Government of His Sardinian Majesty. Count Appony, Austrian Ambassador at Turin, reclaimed against certain articles published in the *Opinion*, reflecting on the Austrian Generals, and demanded that Bianchi-Giovini, editor of said paper, should be expelled from the Sardinian territories; otherwise, he requested his passports. In deference to said reclamation, intimation was made to Giovini to quit the Sardinian territories within eight days.

The case of Peltier, tried in England in 1803, for a libel on Napoleon Bonaparte, the 1st Consul of the French Republic, is still more in point. On charges infinitely less aggravated than those of Sarmiento, Peltier was found *guilty* by a British jury; alive though the National antipathies were to the cause of French Republicanism, and the person of its Representative. The eloquence of a McIntosh, though unmazzed and bewildered for a time, the senses both of Judge and Jury, could not save the offender from the stern verdict of law; the very international law we invoke in the case of Chili.

To multiply examples on a point so trite and palpable, were a work of supererogation; as we may safely refer the Chilian Cabinet to any tyro in jurisprudence, who follows the adopted text of Señor Bello; and if they decline that authority, they fairly lay themselves open to the antithetic and caustic critique formerly applied to the sermons of our English divines:—

They manage with disjointed skill
The matter well, the manner ill;
And, what seems paradox at first,
They make the best, and preach the worst.

LOCAL INTELLIGENCE.

The untoward fate of the Austrian brig *Antonio Alessandro*, has called into action two noble traits of character, Generosity and Gratitude; and we cheerfully lend our columns in giving publicity to an example, in which suffering humanity is so deeply interested. It is no doubt "more blessed to give than to receive;" but genuine gratitude in the recipient, cancels to a certain extent the debt of obligation, and restores him to a kind of equality with the benefactor. Our sympathy and respect for the "forlorn stranger" are both enhanced, by the just and noble sentiments to which Señor Premuda gives utterance.

The details of this lamentable occurrence are brief and interesting. The *Antonio Alessandro* of Venice, property of Señor Antonio Luigi Ivancich of said city, and unfinsured in the present case, sailed from Rio Janeiro on the 15th May, with a cargo of coals for Montevideo. Driven on shore by violent tempestuous weather, in the latitude of Cape San Antonio, she became a total wreck; and the crew, consisting of 15 or 16 persons, with difficulty reached the desert coast in their boats, with a scanty provision of some 20 lbs. of biscuit. After wandering through our trackless pampas for a long, long week, without food, without shelter, and almost abandoned by hope—they were destined to experience, that "man's extremity is God's opportunity!"—and guided by his providential care, "without whose knowledge not even a sparrow falleth to the ground," our forlorn pilgrims reached some human dwellings on the coast of the Tuyú: and we willingly resign the remainder of our tale, to the eloquent and gratitude-inspired pen of Señor Premuda.

"To His excellency Don Juan Manuel de Rosas.

Honoured and distinguished Sir,

Amidst the mournful misfortune which befel me, on the 11th of June of the present year at Cape San Antonio, by the total loss of the Austrian brig "Antonio Alessandro," confided to my charge, an inscrutable design was reserved for me.

After struggling with perseverance against the most painful vicissitudes of a dire calamity, I was not a little fortunate in saving the lives of all the crew, the latter, however, only with the clothes they had on.

Wandering for the space of six days through a desert Country, wearied and oppressed by the extreme misery which encompassed us, a propitious star was prepairing to mitigate our bitter afflictions. Y. E. has been from that moment the anchor of our hopes.

The sole influence of Y. E. and your protecting hand, were destined to alleviate the forlorn condition of a few shipwrecked mariners. There, in the most remote part of the country, Excellent Sir, we received in abundant profusion the generous gifts of your noble philantrophy: we there felt with the most lively emotions of pleasure the echo of your lavish bounties; and there in short, Sir, our distressing situation was sweetened by the flattering attentions of your exalted munificence, rendered still more striking by the liberal donations of provisions, clothing, lodgings and money—in a word we wanted nothing.

These traits of unlimited generosity, and proceedings far from common, dispensed by Y. E. to myself and my companions in shipwreck, have impressed on our minds a duty never to be forgotten, and a gratitude of lasting durability.

During our stay in the country, let us be allowed to mention it, we were attended to in a manner at once courteous, noble and benevolent on the part of all the public authorities, both civil and military, of the districts where we were entertained in return for such noble conduct we beg to express our deep and sincere feelings of affection and esteem towards them.

Our wishes fulfilled far beyond our expectations, it only remains for us to comply with a strict duty: as shipwrecked strangers in a foreign country which has so much favoured us, and in whose affections we participate, we can not overlook the duty of conveying to the knowledge of the Government of H. M. the Emperor of Austria a respectful avowal of the noble benevolence with which Y. E. has bestowed on us your eminent liberality.

Another and still more imperative duty towards Y. E. yet remains. Deign, therefore, to accept the genuine testimony and homage of the deep felt and immense gratitude which, in my own name as well as in that of the Captain, Officers and Crew I address to you, and be convinced that neither time nor distance can ever efface from our memory the grateful recollection of your noble, eminent and humane behaviour.

In order that the present letter my obtain all the publicity which it deserves I beg Y. E. will grant me leave to have it inserted in all the public journals of this capital.

With the gratest devotion and respect, I am,

Your Excellency's

most humble admirer and obedient servant,

Vincenzo Luigi Premuda,

Supercargo of the Austrian brig "Antonio Alessandro."

Buenos Ayres, November 5, 1850.

In conformity with the ritual of the Church high masses are performed in this City on the 2nd November, All Souls day, on behalf of the deceased. The custom hitherto has been to usher in the solemn day, associated with so many mournful reminiscences, by an almost continuous tolling of bells, commencing at noon of the preceding day. It is easy to imagine the painful impressions occasioned to some, and the positive distraction and annoyance caused to others, by a practice that can only plead the sanction of time in its favour.

In the case of His Excellency the Governor, the two causes combine. The memory of a "loved and lost" partner, harrows up his sensibilities, and distracts his attentions in the discharge of urgent and paramount obligations, requiring absolute concentration of mind, and that cannot be deferred, without serious prejudice to the public service.

Judging of others by himself, "similar in kind, though less in the degree," the idea of a practical reform was suggested; and some observations to that effect were made by H. E. in 1849, in presence of the Interim Chief of Police; and if we bear in mind that the British Convention was signed in November, and was probably on the occasion referred to, receiving a *last scrutinizing investigation*, we have a very palpable cause for the annoyance experienced, and a cogent reason for the determinations announced.

Accordingly on the 29th October last, the Chief of Police reminded His Excellency of what had taken place on the former occasion; and was in consequence instructed to wait on Our Reverend Diocesan Bishop, in the name of His Excellency, and to request that the tolling of bells on the occasion in question,—"might be confined to a very short period of time, what was indispensably necessary for accomplishing the Sacred religious object, to which it was devoted."—

In deference to this suggestion, and expressing his cordial concurrence therewith, Our Most Illustrious and Reverend Diocesan Bishop, Doctor Don Mariano Medrano y Cabrera, under date the 31st October, notified the Curates and Church-Wardens of the City—"to take care that on the following day the bells should be tolled only for the space of two minutes, at two in the afternoon, at the hour of vespers, and nine at night; and on the following day, only at nine in the morning, and for the same space of time."—adding, in recompense, that the custom of soliciting alms through the streets with a bell on that day would likewise be suppressed.

We cordially congratulate the community on this prompt and amicable transaction, of secondary importance in itself to the Church, but happily indicative of a frank and cordial understanding between the Temporal and Spiritual Authorities of the Country—*Quæ potest capere, capiat*; or, in plain English, let those who can, profit by the example.

A note from the Chief of Police, published in the *Gaceta* of the 16th inst., gives the details of an alarming occurrence, fortunately unaccompanied by any serious consequences, that had taken place during the representation at the Victoria Theatre on Sunday the 10th inst. A dense smoke from behind the scenes announced the presence of fire, and served as the signal of a simultaneous excitement in the audience. The commissary in attendance immediately proceeded to the stage, and on inquiry found that the incident had arisen from a lighted candle, that had come in contact with a towel and some loose paper in the room of one of the performers. A general panic might have been attended by the most disastrous results; and was principally prevented by the presence of mind displayed by Miss Manuelita Rosas, who remained tranquil in her box, inspiring the more timid with a portion of her own courage and self-possession, until the audience reassured as to the non-existence of any danger, permitted the representation to proceed.

SUICIDE.—It is our painful duty this week to record another instance of this abhorred crime. The victim and culprit is one Andres Masardi, an Italian silversmith, apparently from 35 to 40 years of age. It is said he had formerly been engaged in the slave-trade on the coast of Brazil; and having lost his all by the capture of a vessel by the British cruisers, came to this city to follow up his original profession; and it appears that the antecedents of

his short and unhappy life, were but too truly in keeping with his premature and disgraceful end.

Suicide hitherto has been a rare occurrence in Buenos Ayres; but it is to be feared that the trashy novels of Sue and Dumas, may produce their natural fruits. By decking it out in the false colours of a meretricious sentimentality, they have done much to sap the foundations of sound morality and religion; invading the laws of God and nature with the same daring impiety, as they have invaded and subverted the laws of Man and society, by their blasphemous dogmas of socialism and communism.

These unprincipled speculators on *public credulity* and *human depravity*, merit no quarter; and we would brand their anti-social, immoral, and irreligious productions, with the stamp of public reprobation.

FOREIGN INTELLIGENCE.

UNITED STATES.—Our dates from Boston are to the 20th September. The accounts are most satisfactory. Trade and commerce appear active and healthy. The harvest has been abundant. Flour and provisions generally were plentiful, and prices consequently with a slight tendency downwards. The potato blight had been committing fell ravages in some quarters of the Union; and butcher meat was in rather brisk demand.

Cotton can hardly be said to have declined, though it is difficult to effect sales at the late high prices. The supply turns out to be not so deficient as was at one time expected.

In politics there is a comparative lull. Some of the more knotty questions, as California, Texas, the slave compromise measure, &c., have been disposed of, for the meantime at least; and the only measure of general interest before Congress, is a proposed revision of the tariff. There seems a general disposition greatly to modify, if not wholly abandon—the system of protective duties; and some of these changes are expected to come into operation by the beginning of 1851.

Another expedition against Cuba is rumoured; and orders have been issued for the immediate repair of the *Saranac*, *Water Witch*, and *Vixen*, so as to be ready for service at a moment's warning. It is supposed that President Fillmore, who seems to enjoy a large share of confidence at home and abroad, will be found resolute and energetic, in preventing any such vandalic enterprise.

Father Matthew, the great Apostle of Temperance, had greatly recovered his health, and was about to proceed to St. Louis, and thence to other western cities, in the prosecution of his great and noble vocation.

DENMARK AND THE DUCHIES.—The lull consequent on the victory of Istedt has been of short duration. The Schleswig-Holsteiners have rallied in a few weeks; and in various partial encounters, have recovered their former positions, and regained their lost laurels. Istedt, with its 10,000 victims, instead of being the finale of the Danish question, seems destined to become the mere prelude of a great continental contest; Denmark being backed by Sweden and Russia on the one side, and the Duchies by Germany in general, and Prussia in particular, on the other.

In such circumstances a glance at the merits of the original question may not be uninteresting; and we take the following able and impartial epitome from the *Ayr Advertiser*, No. 2375:—

"The dispute between Denmark and Schleswig-Holstein has some points of similarity to those which at an earlier period of our history existed between England and France. The Kings of England, the island, had claims of inheritance and of conquest over portions of France on the neighbouring continent. The present King of Denmark has claims of inheritance upon parts of his neighbouring continent—Schleswig and Holstein. The Frenchmen of old days objected to be ruled by a king born in England, and resident chiefly in London: the Schleswigers at present object in like manner to be ruled by a king living in the island of Denmark. The Frenchmen of old days succeeded at last in throwing off the English yoke, and establishing their ruler in Paris as lord paramount over all France: the Schleswigers have not yet been able to arrive at a similar result.

Another parallel between this country, and the powers now at war, exists in the case of Great Britain and Hanover. With us a Queen may succeed to the throne; in Hanover they recognise kings only. Hence, when William the Fourth died, Hanover went to his next elder brother, whilst England acknowledged the daughter of the Duke of Kent. The reigning King of Denmark is not an old man, but has very bad health and no male heir, and his death would divide Denmark and the Duchies, just as this country and its German possessions were divided when William the Fourth expired. The present King wishes to prevent this. He wishes to keep the Duchies as an addition to the throne he must leave behind, and hence the fighting to change the law of inheritance.

The Duchies wish to join the German Confederation. Their boundaries are wider than those of England; and their flat meadows, fruitful in corn and cattle, are rich enough, they think, to form no ignoble part of an united Germany—that day-dream of "the Father-Land." Hence their desire to join in the Erfurt movement, and hence the countenance and support they received from Prussia. Pressed by other difficulties, however, Germany made the peace with Denmark, which the papers spoke of a short time ago. That peace really meant no more nor less than this—that the parties concerned might fight it out amongst themselves, without any interference from the Prussian troops that had before preserved an armed truce. The moment these terms were made, and literally before the Prussians had left the Duchies, the Danes and the Schleswigers approached towards each other to fight the battle we have just got news of.

The victory fell to the Danes, after great slaughter; but their success is not wholly due to their valour. The Schleswig-Holstein army was made up of various bodies, under officers from different districts. There was a Saxon corps, a Holstein corps, a Schleswig corps, and so on. Brave as troops need be, their mixed character, and the insufficiency of their union, weakened their force. Each commander was zealous to distinguish himself and his men; and, half jealous of being second to any other, was too fast or too slow, as he thought best for his own claim, without that full and implicit obedience to the Commander-in-Chief which is necessary for complete military efficiency. On the other hand, the Danes were a bold and thoroughly disposable body; moving in implicit obedience to order. This discipline came to aid superior power, and the two together secured the victory.

The final close of the contest cannot yet be anticipated from any present successes. Even though a temporary advantage be given to the Danes, the whole question must re-open itself on the death of the present king, if not before. Russia, it is known to all the world, helps the Danish party, because the Autocrat thus carries out the scheme of Peter the Great, and keeps a finger in the disturbed pie of German politics. Prussia, and the constitutional powers, would—on the other hand—wish to see the natural impulses of the continental people to join the German union, in preference to being tied to their island masters. The real conclusion of the affair must be far distant; and since this seems to be so, if this battle of Istedt leads to a temporary suspension of actual war, it must be accepted as so far a portion of good out of things evil.

To the Editor of the British Packet.

Sir,—I went to the Tea Party of the Total Abstinence and Beneficial Society on Wednesday evening last, to which it had been postponed on account of the weather, and what was my surprise on entering to find the large patio of Mr. Bradley's house changed into an immense saloon; the walls decorated with every variety of flags; the supports of the awning adorned with evergreens and festoons of flowers pendant from one to the other; four immensely long tables, covered with snow white drapery and furnished with tea paraphernalia; the four corners and the entrance embellished with orange trees (fruit on) presenting at once a *coup d'œil* the more pleasing as it was unexpected. Nor were the comfort and health of the anticipated lady guests neglected, for in order to remove all apprehensions or danger, boards were placed to protect their thinly clad feet from any damp that might be in the brick floor. After walking in the garden which was lighted with variegated lanterns, and listening to the performance of the Band stationed on the azotea till nearly 8 o'clock, we were summoned to Tea by the National Anthem being struck up, and found the tea-pots already taken possession of by the Ladies, who were ready to supply us with China's staple, and who were waited on by young men, members of the society. And what a Tea! The eatables were of the first-rate order and of every desirable variety. Previous to commencing operations, the Chairman, Mr. Thomas Elliott, who is President of the Society, welcomed us in the name of the Society and announced that the Blessing would be sung, which, as well as the Thanksgiving was well executed by one or eight gentlemen on his right hand. On the company's retiring to the garden the tables were cleared, and in a quarter of an hour we were again seated for the feast of reason. The Secretary of the Society, Mr. J. G. Fay, rejoicing, as well he might, in the number who by their presence countenanced Temperance principles, gave us a succint account of the Temperance cause from its rise in Buenos Ayres, interspersed with some truly unvarnished statements and earnest appeals, and addressed some remarks in particular to the young men present. On his concluding the German song of "Crambambuli" to temperance words, was sung, when Mr. T. C. Helsby rose, and after addressing the company, presented to the Secretary, a handsome writing desk, as a mark of esteem and gratitude for past services rendered the Society. The Secretary briefly thanked the Society for this proof of their approbation, and concluded by informing the company what the Society had effected by its influence. A Temperance glee was then sung, and the Rev. Mr. Lore rose to address the Ladies, and certainly the Rev. gentlemen was most deservedly applauded. He showed himself master of his subject and changed "from grave to gay, from lively to severe" with great tact, he secured perfectly at home on the platform, and the Society may well be proud of him as a member and advocate of their cause: having rivetted the attention and delighted us all for nearly half an hour he sat down amid universal applause. Then followed a glee to the Ladies, calling on them, in the chorus, to persuade all the men to be Teetotalers. The Chairman then gave us a long list of the evils of intemperance and concluded by an invitation to sign the pledge.

Thus ended the Temperance Tea-party, and it must have been truly gratifying to the Chairman who is, we believe, a mechanic and a thorough-going Tee-totaler, to find himself so ably supported and so respectably surrounded by more than 350 persons, all delighted with their entertainment. We see here the result of a united effort of that effective body of men, and we think we may safely prognosticate that a decidedly favorable influence and tone will be given by them to Society in general.

We felt sorry when the meeting was over, it was too short, but we hope that, as the Teetotalers have succeeded so well in their first essay, we shall have another treat before long, though doubtless it has been an expensive affair for them—however, we wish them and the cause of Total Abstinence God speed.

A Constant Reader.

Buenos Ayres, Nov. 22, 1850.

TO CORRESPONDENTS.

The preceding report of the "Temperance Tea Party" was in type, when that of VERAX reached us; and he will readily see that they are too similar in tenor and purport, to be both given on the same occasion. We remind Correspondents generally of the propriety and advantage of favouring us with their communications, especially if long, as early in the week as possible.

MARINE LIST.

PORT of BUENOS AYRES

November 23.—Wind N. E., at 11. 30. a.m. changed to E. N. E.

Arrived, American steamer W. J. Pease, 314 tons, Edward Jessup, from Montevideo 22d inst., to Zimmermann Frazier & Co., with 1875 doubloons.

Passengers—50.

British brigantine Marvel, 185 tons, Robert Follett, from Cadiz 29th September, to Hughes Brothers, with 126 lasts salt.

Sailed, Holstein brig Dorothea, 200 tons, H. N. Dowitz, for New York, despatched by Freyer Brothers, with 8633 dry ox and cow hides, 1658 salted do. do., 395 salted horse do., 8000 horns, 62 bales wool, 12 do. calf skins, 4 do. ostrich feathers.

Spanish barque Federico, 288 tons, Mariano Mora, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 5700 quintals jerked beef.

Spanish brig Matilde, 134 tons, Pablo Ferrer, for Havana, despatched by Narciso Martinez & Sons, with 3788 quintals jerked beef.

Sardinian barque Hesperia, 282 tons, Lorenzo Canevaro, for Genoa, despatched by Bartolome Viale, with 7005 dry ox and cow hides, 2596 salted do. do., 6187 horns, 99 boxes tallow, 60 bales wool, 9 do. hide cuttings, 3 do. slunk calf skins, 4 do. and 25 bags hair, 4 bags cotton.

American brig Chicasaw, 171 tons, George W. Mair, for Patagonia, despatched by Samuel B. Hale, with a cargo of provisions and foreign produce.

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

Arrived, British schooner Chandos, 126 tons, John Francis, from Buceo 22d inst., to Foley & Hughes, with stone shells.

Sailed, American barque Dragon, 289 tons, Nathaniel Andrews, for Boston, despatched by Zimmermann, Frazier & Co., with 12,100 dry ox and cow hides, 2500 horns.

Prussian brig Graf von Arnim, 305 tons, E. Kruse, for Antwerp, despatched by Zimmermann, Frazier & Co., with 13,902 dry ox and cow hides, 763 salted do. do.

Brazilian brig Pereira, 166 tons, José Antonio P. Alves, for Brazil, despatched by Antonio Fernandez Ramos, with 3,292 quintals jerked beef, 50 dry ox and cow hides.

Brazilian brig Mafra, 274 tons, José Joaquin Dias Placeres, for Brazil, despatched by José Coelho Meyrelles, with 3360 quintals jerked beef.

November 25.—Wind E. N E.

Arrived, French brig Philanthrope, 194 tons, Jubin, from Havre 21st July, Cape de Verde 30th September, to Zumaran & Tresserra, with 80 moyos salt, 41,700 French tiles.

Sailed, Sardinian brig Sabina, 136 tons, J. Pesante, for Parmagna, in ballast, despatched by Adolfo Manciulla & Co.

American steamer W. J. Pease, 314 tons, Edward S. Jessup, for Montevideo, in ballast, despatched by Zimmermann Frazier & Co.

November 26.—Wind E. fresh, rain.

Arrived, American barque Weybosset, 321 tons, J. C. Carter, from Boston 20th September, to Zimmermann Frazier & Co., with 119,040 feet pine lumber, 4 boats, 40 bales cotton, 50 boxes wooden chairs, 8 do. clocks, 100 do. fire works, 563 barrels flour, 245 mahogany planks, 100 kegs nails, 65 barrels sugar, 25 baskets shot, 63 boxes starch, 19 do. shoes, 140 bundles shingles, 100 chests and 60 half do. tea, 293 packages twine, 10 boxes tobacco, 26 bales wax, 93 doubloons, 250 Spanish dollars.

Passenger—1.

Sardinian brig of war Eridano, 0 guns, Captain Albert Parodio, from Montevideo 24th inst.

Sardinian brig of war Colombo, 0 guns, Captain Francis Cavagnaro, from Montevideo 25th inst.

November 27.—Wind E. fresh.

Arrived, National brig Dos Amigos, 137 tons, Nicolas Martino, from Buceo 26th inst., to order, with 500 fanegas shells.

November 28.—Wind N. E., in the afternoon changed to E. S. E.,

No arrivals or sailings.

November 29.—Wind N. N. E., in the afternoon changed to E. S. E.

Sailed, Sardinian polacre San Giovanni Battista, 182 tons, Juan Basso, for Marseilles, despatched by José Avegno, with 225 bales sheep skins, 19 serrons and 13 bags horse hair, 20 bales wool.

Arrived at the Salado November 00th British barque Ann Baldwin, 280 tons, Phillip Forley, from the Island of May 15th October, to De-Lisle, Brothers & Co., with 174 moyes salt.

Vessels passed Point Indio.

Date.	Names.	Winds.	Time.
Oct. 14,	Corebo II,	S.S.W.	9 a.m.
"	" Guarani,	S. by E.	11 "
"	15, Nora,	N.W.	9 "
"	18, Cecila Maria,	N.N E.	7 "
"	24, Leopard,	N.E.	9-30 "
"	25 *Dragon,	E. by S.	3.0 p.m.
"	25 *Hesperia,	E. by N.	"
"	26 *Federico,	"	"
"	26 *Dorothea,	"	7 a.m.
"	" *Matilda,	"	7.30 "

*At anchor off Point Indio on the evening of the 27th.

Vessels Spoken.

By the British barque Rendeer, arrived here on the 20th inst., from Liverpool.

Sept. 20. Was in company with the brig Isabella. Sept. 22, spoke the barque British Queen, bound to Falmouth. Oct. 7, in lat. 10° 57' N., long. 24° 27' W., spoke brig Iris of Liverpool, bound to Panamá, out 27 days. Oct. 13, in lat. 8° 10' N., long. 22° 14' W., spoke the Amaranth, for California, out 27 days. Oct. 16, in lat. 5° 10' N., long. 19° 59' W., lost sight of Amaranth. Oct. 19, in lat. 3° 36' long. 21° 34' spoke the Thomas Broclesbank, from Calcutta bound to Liverpool. Nov. 13 in lat. 32° 41', long. 46° 50' exchanged signals with the brig Stovald, from London for Montevideo, out 80 days. Same day in lat. 32° 41, long. 46° 40' spoke American barque Cochituate, of and from Boston, bound to San Francisco, out 68 days. Nov. 16, in lat. 34° 36' N., long. 50° 16' W., exchanged signals with barque Fortescue, from London to Buenos Ayres, out 67 days.

By the British brigantine Marvel, arrived here on the 23d inst., from Cadiz, in lat. 11° S., long. 28° W., spoke ship Henry Gardiner, from Liverpool to Bombay.

The Sardinian brig of war Eridano, Capt. Albert Paroldo, saluted the town on the 27th inst.; with 21 guns; the Argentine flag flying at the fore. The salute was subsequently returned by the Battery Libertad.

The Eridano it is understood will shortly sail for Italy, Captain Francis Cavagnaro, of the Colombo, assuming the Command of the Sardinian naval forces in the River Plate.

A boat belonging to the British barque 29th of May, with the Captain, two seamen and a lad on board, left that vessel for the shore at 6 a. m. on the morning of the 27th inst. When crossing the bank the boat capsized and the lad, named George De Grouchy, was unfortunatly drowned. The Captain and the two seamen were saved by a boat belonging to the Brazilian brig Navegante.

At about 6. 30 p. m. on the 27th inst. a boat belonging to the British brigantine *Marvel* left the shore for that vessel with only the 2d mate and a lad on board. The boat capsized when crossing the bank and the lad, after clinging to it for two hours, was unfortunately drowned; the 2d. mate, who also clung to the boat, was picked up at 9 p. m. by a Spanish boat which was passing by.

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
Oct. 19	Brig Jorge, F. Schaffer	279	Henry Solanet & Co.	Antwerp.
Nov. 27	Brig Dos Amigos			
	BRITISH.			
August 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.	Hamburg.
October 2	Brig Lady Mona, William Perkins	196	James C. Thompson & Co.	Bueeo & 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 Witch, E. L. Brownrigg	195	Plowes, Atkinson & Co.	Liverpool.
" 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	Plymouth.
" 19	Brig William Tucker, P. Royal	164	Samuel Hesse	London.
" 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.	Cork or Falmouth.
" 21	Brig Edith, Thomas Harvey	315	Nuttall and Co.	
" 21	Ship Kyle, George Longfort	332	Santa Maria, Llambi & Cambaceres	
" 22	Barque Good Luck, De Grouchy	222	Briscoe & Co.	
" 23	Schooner Marvel, Robert Follet	185	Hughes Brothers	
" 24	Schooner Chandos, John Francis	126	Foley & Hughes	
	AMERICAN.			
Sept. 1	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla & Co.	New York.
" 21	Ship Arvum, Richard Rankin	364	O. J. Hayes & Co	Boston.
October 4	Ship Sacusa, Richard Grace	294	Samuel B. Hale	Boston.
" 24	Ship B. Aymar, J. W. Carver	435	O. J. Hayes & Co.	Do.
" 28	Barque Undine, John Lewin	253	Becher, Preuss and Co.	Do.
Nov. 3	Brig Palos, Freeman Hatch	276	James C. Thompson & Co.	Do.
" 18	Barque Edward Koppisch, N. W. Towne	249	Daniel Gowland and Co.	Salem.
" 26	Barque Weybosset, J. C. Carter	321	Zimmermann, Frazier & 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	J. B. Vignal	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	Cipriano Soulas	Cette.
" 11	Barque Bonne Aimée, Hipolite Grenier	231	Jacobo Parravicini	Havre.
" 20	Barque Cotinguiba, Bessil	175	Marius Lapiane	
" 21	Barque Genie, Caumac	217	Adolfo Van Praet	
" 25	Brig Philanthrope, Jubin	194	Zumaran and Tresserra	
	SPANISH			
July 17	Barque Angelina, 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. 13	Barque Constancia, Pedro Sosvilla	203	Saturnino Soriano	Spain.
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, Carlos Roses	168	Llavallol & Sons	
" 27	Brig Palamos, Juan Cabruja	204	E. Ochoa and Co.	
Nov. 1	Brig [illegible], Ysidro Maristany	204	Freyer Brothers	Spain.
" 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.			
Sept. 25	Polacre Tesseo, Domingo Camogli	130	Joshua Neggrotto	Genoa.
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	
" 26	Brig Apollo, Juan Lavarello	210	Jacinto Caprile	Genoa
" 26	Brig Prudenza, Pedro Pietranera	205	José Avegno	
" 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.	
" 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. 13	Polacre Condor, C. Nuñez Oliveira	188	Wedekind & Co.	Do.
October 3	Brigantine Pelicano, Antonio Cardoso de Silva	133	José Coelho Meyrelles	Do.
" 6	Brigantine Bella Anita, José Gandulfo	144	Lezica & Co.	Do.
" 22	Brig Navegante, J. J. Gomez dos Santos	250	Felix Buxareo	Do.
" 23	Brig Linda Flor, J. J. da Costa Fernandez	178	Felix Buxareo	Do.
Nov. 3	Barque Rufina, Alexander Antonio Pereyra	305	José Marquez Souza	Rio Janeiro.
" 7	Brig Castro Terceiro, Domingo Xavier	213	Antonio José A. Pintos	Brazil.
	PRUSSIAN.			
Sept. 15	Barque Carl Friedrich, C. J. Woserow	365	Bunge, Bornefeld & Co.	Antwerp.
Oct. 19	Barque Bessel, C. H. Rentel	300	J. J. Klick & Co.	Do.
Nov. 11	Brig Dido, J. Malcow	382	Paul Halbach	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	Adolfo Mancilla & Co.	Do.
	SWEDISH			
Sept. 4	Brig Cecilia, Launsberg	365	Llavallol & Sons.	Antwerp
" 29	Brigantine Alert, F. E. Sundberg	170	Egg, Krutisch & Co.	Do.
Nov. 22	Barque Activ, Holmareen	357	Bunge, Bornefeld & Co.	
	TUSCAN.			
Oct. 19	Polacre Romulo, Pedro Sheppard	180	Adolfo Mancilla & Co.	Brazil
	RUSSIAN			
Oct. 21	Brig Argo, F. G. Bremer	205	Zimmermann, Frazier & Co.	Havana.
Nov. 16	Barque Sarine, H. Tomzen	450	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	150	Charles R. Horne	New York
	BELGIAN.			
Sep. 5	Brig Budget, Brarens	141	Diego Calvo & Sons	Antwerp

FOREIGN VESSEL OF WAR IN PORT.

FRENCH—Brig Hussard, Capt. Dedilot.
SARDINIAN—Brig Eridano, Capt. Albert Paroldo.
Brig Colombo, Capt. Francisco Cavagnaro.

H. B. M's. packet Spider, hence 19th inst., arrived at Montevideo on the 22d. To the northward of the Ortiz Bank she descried a brigantine sunk in 18 feet of water; the masts only being visible no clue could be obtained as to her nationality or name.

The American sloop of war Yorktown, was lost on the Island of May at 4 a. m. on the 10th of September last. The commander, officers and crew were fortunately saved.

Advertisements.

For Sale, bottled Port and Sherry Wine of very superior quality—also Pale Sherry Wine in Octavoes.
Apply to Bayley Brothers,
No. 79 Calle Santa Clara.

Mr. Adol. Van Praet, hereby gives notice to the commercial community that Mr. Edmund von Seutter, now being interested in the business carried on by him in this city, he empowers from this day the said Mr. E. von Seutter to sign per procuration for his firm.
Buenos Ayres, 30th November, 1850.

Felp for Roofing. Just received a small lot of the above article in excellent condition and in lots to suit purchasers.
Also pale Ale and London porter of the best marks, in cases of 4 dozens, are retailed to accommodate purchasers.
One pair of magnificent plate looking glasses 6 feet by 5.
No. 33½ Calle Defensa.

For New York.
The very superior A. 1. American ship
"BENJAMIN AYMAR,"
435 tons Register,
J. W. Carver, Master.
Having still some unoccupied room can take a few bales on freight, and being a fast sailer offers a good opportunity for shippers.
The accommodations of this ship for passengers are excellent.
For terms of freight, or passage, apply to
O. J. Hayes & Co.,
No. 7 Calle la Defensa.
Buenos Ayres, Nov. 22, 1850.

For Sale, a piece of ground proper for sheep, in the Partido of Chascomus, towards the city, with houses and good horse and sheep coral. For particulars apply at No. 125, Calle Corrientes.

INTERESTING TO PHYSICIANS AND SURGEONS.
Just received at the Chemist and Druggist's establishment known as the German Apothecary's, Calle San Martin, No. 30, opposite the Cathedral, a large and splendid assortment of surgical instruments. This establishment is in correspondence with the best London manufacturers and any orders in this line will be executed at moderate prices.
The proprietor of the above establishment has the honor to inform the public of this Capital and the provinces, that it is placed on the same footing as the grand and extensively assorted Chemist and Druggist establishments in the great capitals of Europe, and he can therefore fulfil instantly any orders in his line, such as supplying or replenishing medicine chests for the country or shipboard, &c. &c. Has on hand soda water, gaseous lemonade, do. in powder, orgeate in paste, almond do., do. made exclusively from the seeds of water melons, orange flower water &c. &c. Also the following mineral waters recently received from Germany, viz; Vichi, Seidlitz and Seltzer; likewise tooth powder, paste for fiilling up decayed teeth. &c. &c.
Medical prescriptions made up and despatched both during the day and night with the greatest care and punctuality. The poor served gratis.
☞ Articles suitable for confectioners and manufacturers of refreshing beverages, for sale by wholesale and retail.

Wants Situation, a person lately arrived, in this city wishes empployment, as an assistant cook or steward.
Please apply at Calle Mayo No. 21.

For Sale a house in the Calle Corrientes, 11 squares from St. Nicolas Church towards the country, The ground comprises 8½ yards in front and 41 in depth, has 5 rooms, several fruit trees, &c., &c. Another piece of ground adjoining the above can be also sold, if convenient to the purchaser. Apply at Mr. Stafford's No. 33, Calle Reconquista.

A Quinta, to be let for a term, about a league from town, with four squares of alfalfa and a plot of ground. To any labouring person wishing to pursue this occupation, a desirable opportunity is now offered. None need apply without having satisfactory references and security given for a contract. Apply at Calle Representantes No. 69½.

Public house at the Olivos. We respectfully inform all travellers on the road to San Isidro, the punta San Fernando, as well as the owners of the neighbouring chacras, that we have established a publichouse at the Olivos in the well known bakery of the late Dn. Matias Fuentes.—Our house is situated on the righthand of the road to San Isidro, about 3 leagues and on the third ascent from town; easily known by its being newly repaired and the sign over the door.
We promise all visitors that please to call for breakfast, dinner, wine or refreshment, to serve them well and at moderate charges, as well as to give good accommodation for the night.
Olivos, 27th November, 1850.
CHARLES WILSON & CO.

To let. By the same a bakery, a large oven and a room for dwelling; with or without 3 squares of good land. We observe that we keep a mill with mules and a pulperia in the same house besides our public house which may be very convenient to any individual inclined to hire the bakery. Apply at Calle Maypú 126.

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.

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.

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

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.
Also, Neuman & Baretti's Dictionary, corrected by Dr. Seone, 2 vols.; Reid's Chemistry of Nature; Joyce's Scientific Dialogues; Pope's poetical Works; Bakewell's Geology; Knickerboker, &c.

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.

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.)

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 or 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 until 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.

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.

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

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 Lamb & 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 ; has positively all her cargo engaged and going on board, and will sail in all next week. This vessel has most superior accommodation for passengers to whom the Master will give a liberal treatment.

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 brig »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.

Hamburg Schooner »Norma,» 135 tons. C. A. Preale, commander, is chartered to sail for the above port and has only room for passengers, she will be despatched in all next month.

Consignees Messrs. J. N. Bieber & Co.

British barque »Brothers,» 259 tons, Thomas H. Flére, commander, is A. 1. at Lloyds, a fast vessel and has only disengaged room for passengers, her accommodations for the same are superior.

Consignees Messrs. De Lisle Brothers & Co.

For Havre de Grace.
PASSENGERS ONLY.

The very fine fast sailing French line of Packet barque »Universel,» 263 tons, Ducormier, commander, is now loading fast and will be shortly depatched. She has most excellent accommodations for the same, and being a fast sailer offers a good opportunity.

Consignees Messrs. A. Dunoyer & Co.

French barque »Celestin,» 204 tons, Lafourcade, commander, has positively engaged all her cargo, and has only room for passengers, for whom her accommodations are superior, she will have quick despatch.

Consignee F. Apestegui, Esq.

French brig »Philanthrope,» 194 tons register, Jubin, commander, is a superior little vessel, she has a great portion of her cargo engaged, and has still room for a few tons of light freight, she will have good despatch. Her accommodations for passengers are excellent.

Consignees Messrs. Zumaran & Co.

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 positively engaged two-thirds of her cargo, and has still room for a few tons of light freight and bales. This vessel is adapted for carrying passengers and offers a superior conveyance.

Consignees Messrs. Mr. Lopez & Co.

For Marseilles & Cette.

French barque »Genie,» 217 tons, Caummai, Commander, has a great portion of her cargo engaged, and has still room for a few dry hides and bales;she will be shortly despatched. Her accommodations for passengers are excellent.

Consignee A. Van Praet, Esq.

For Marseilles and Genoa.

Sardinian Polacre »Industria,» 160 tons. P. A. Ferro, Commander, is a fast sailer and has the greatest portion of her cargo engaged, can still admit a few tons of light freight which will be taken at a moderate rate of freight, this vessel has superior accommodations for passengers.

Consignees Messrs. A. Dunoyer & Co.

For Antwerp.

The very fine fast sailing A. I. Swedish brigantine »Alert,» 170 tons, F. E. Lundberg, commander, is now loading fast, she has all her cargo contracted for and will be shortly despatched, she has most excellent accommodations for passengers.

Consignees Messrs. Egg, Krutisch & Co.

Argentine 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 good delivery of her cargoes, has still disengaged room for from 4 to 5000 dry hides she is guaranted to have speedy despatch, her accommodations for passengers are excellent and the master offers a good treatment to any persons wishing to make a trip with him.

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 all her cargo engaged and will soon be despatched, this vessel is well adapted for carrying passengers and any persons about going to the Continent would do well to avail themselves of this opportunity knowing that snch rarely offers.

Consignees Messrs. Turner & Co.

Swedish barque »Activ,» 257 tons, Holmareen, commander, is A. 1. at Lloyd's, a very superior opportunity to shippers and passengers, she has a great portion of her cargo engaged, and has still room for a few tons of dry hides and bales, her accommodations for passengers are very excellent.

Consignees Messrs. Bunge, Bornefeld & Co.

Danish brig »Ceres, »235 tons, H. Heller, commander, is now loading and has two-thirds of her cargo contracted for, she has still room for a few tons of light freight, and will have quick despatch, this vessel has very good accommodations for passengers.

Consignees Messrs. Bunge, Bornefeld & 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 barqne »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 OR 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.

Austrian barque »Melinka,» 256 tons, F. Guirovich, commander, offers a first-rate opportunity to shippers and passengers, is a new vessel now only on her first voyage and is a very fast sailer.

Consignees Messrs. De Lisle, Brothers & Co.

Russian barque »Sarine,» 250 tons, H. Tomzen, commander, is A. 1. at Lloyd's, is a very good opportunity to shippers of cargo being of a moderate draft of water.

Consignees Messrs. Bayley Brothers.

British brig »Edith,» 315 tons, J. Harry Commander A. 1. at Lloyd's, is discharging her cargo and will soon be ready for loading, offers a good opportunity to shippers as also to passengers for whom she has superior accommodations.

Consignees Messrs. Nuttall & 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 30. 1850.

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 opportnnity.

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 ayail 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 HAMBURG.

The fast sailing coppered and copper fastened A. 1. British schooner »MINALTO,» 193 tons, Capt. C. Newman. This superior vessel having the greater part of her cargo engaged has still room for 3 to 4000 dry hides.

Consignees Messrs. Nicholson Green & Co

For Rio Janeiro.

The entire new superior Brazilian barque »RUFINA,» 305 tons, Capt. A. A. Pereira. This fine vessel having nearly all her cargo engaged, can still take a small quantity of cargo, and offers an excellent opportunity for passengers.

Consignee J. M. de Sousa Esq.

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.

Shipping List
OF
Charles R Horne,
Licensed Ship Broker.

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.

FOR MARSEILLES AND GENOA.

The new remarkably fast sailing, coppered and copperfastened, Sardinian brig,
"Gentil Fanny"
223 tons, Register
John Gaggino, master

Has a considerably part of her cargo alreay engaged, and being of a light draught of water, will load nearly all her cargo in the Inner Roads, thus offering an advantageous opportunity. She has still room for 100 bales, or equivalent in dry hides and some salted hides or tallow.

Being an entirely new vessel, passengers will find her a very appropiate conveyance.

For freight or passage, please apply to
Joshua Negrotto, Esq., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconqista.

FOR NEW YORK.
The very superior fast sailing, new, coppered & copperfastened, Danish brig
"Von Broch,"
150 tons, Register
Capt F. H. Jakobsen

Being very sharply built, and having two thirds of her cargo already engaged and part of it on board, will meet with very quick despatch.

This vessel is known as a fast sailer, and passengers should avail themselves of so good on opportunity, as she has the best of accommodations for their conveyance.

For freight or passage, apply to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

For Liverpool.
The very fast saling, A. 1. at Lloyd's, British built Barque
"Lancashire Witch"
195 tons, Register
Capt. Edward L. Brownrigg,

Has part of her cargo already engaged and being a very small carrier, will have quick despatch. For freight of the remainder of her cargo, or for passage (her accommodations being superior) apply to her consignees,

Messrs. Plowes. Atkinson & Co, or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

For New York.
The fast sailing A. 1. coppered and copperfastned American Barque
"MUSKINGUM,"
248 tons Register,
Capt. Richard Crockett.

Being a chartered vessel, and having a limited time to receive her cargo, and moreover having excellent accommodations for passengers, to whom a liberal treatment is offered, will be a very desirous opportunity.

For passage apply to her consignees
Messrs. Adolfo Mancilla & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

POUR LE HAVRE.
Le trés beau, neuf et fin voilier, trois-mats (Barque) Francais
"La Bonne Aimée"
jaugeant 236 tonneaux.
Son Commandant, Mons. H. Grénier

Ayant arreté une grande partie de son chargement, partira vers la fin de Décembre, le temps le permettant.

Pour le fret du restant de son chargement, comme pour passage, s'addresser á son consignataire,

Mons. J. Parravicini, ou á
Charles R. Horne
Courtier Maritime Patenté.
No. 55 Rue La Reconquista.

FOR NEW YORK.
Passege 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, Franciscchelli & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

November 8th, 1850.

MONEY MARKET.

EXCHANGE, England, in currency, 3 13-16á3 7-8d. p. dol.
Do. do. in specie 74s. per oz.
Do. France, do. do. 95 á 96f. per oz.
" Montevideo par nominal.
" Rio Janeiro, par
" United States 8 per cent. discount

The highest rate of Exchange upon England during the week, 74s. 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.... 233½ á 234
" Patriot doubloons .... 231½ á 232
" Do. Dollars ...... á 14½
" Spanish do. & Patacones 14¼ á 15
" Plata Macuquina..... á 13

The highest price of Spanish doubloons during the week 235
The lowest 233
The highest price of Patriot doubloons during the week 232½
The lowest 231
Permits for shipping specie, prem. per cent. ¼ á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	70s. per 2240 lbs.	40s. p. 2240 lbs.	In box. 35s. in pipes 35s. } per 2240 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. 4 0 ft	nominal.
Spain.......	$20 & 10 p. cent. per 2000 lbs.		........none........		
United States	7-8ct. &5p.ct.p.lb.	½ ct &5 per cent.	........none........	$7&5p.ct 40 c.ft.	5 rls. p. 100 nominal
Rio Janeiro..	.....none.....	.....none.....	.....none.....	.....none.....	nothing doing
Havana	.....none.....	.....none.....	.....none.....	.....none.....	

George Thomas, Responsible Editor