

ARGENTINE NEWS.

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AND ARGENTINE NEWS.

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Notices from the National Authorities, Consular Notices, on subjects of general interest, Notices on Public Schools, Churches, Hospitals, Benevolent and Beneficent Societies, &c.—gratis.

(No. 1269.)

BUENOS AYRES, SATURDAY, DECEMBER 28, 1850.

[Established in 1826.]

BUENOS AYRES.

Our readers must recollect that in the Message of last year, the same as for a number of years back, General Rosas tendered his resignation, as Governor and Captain General of this Province; also, that the Honourable Representatives declined accepting said resignation, for the best of all reasons, that it could not be done in the circumstances, without plunging the national dagger of discord, anarchy and hopeless perdition in the heart of the Province and the Republic. Deferent to that sagacious decision, fortified by an explicit declaration of the whole community, native and foreign; General Rosas retained the reins of Government; sacrificing his health, his personal sentiments and principles, on the altar of Patriotic Good.

In a detailed reply to the Honourable Representatives, with date the 13th instant, a State Document of immortal recollection, His Excellency reviews the whole case, and reiterates his uncompromising determination of relinquishing the supreme command. As a prelude to what may be anticipated in the forthcoming Message, it acquires a painful and an absorbing interest at this juncture to hasten to submit the document itself, reserving our comments and reflections for another occasion.

After alluding to the decision of the Representatives, the Petition of the Citizens, and the "Manifestation of Gratitude and high esteem to the Province of Buenos Ayres," General Rosas proceeds:—

"All my compatriots the petitioners say of me, and do for me, all the Honourable Representatives say of me, and do for me, overwhelm, oppress and distract me with gratitude. Fruitless would any effort be to make me, to reply suitably to such extraordinary kindness; for, when the benefit exceeds all that can be imagined, it is impossible that language can be devised heartily to express it. The over-awed heart then suffers and sinks in its own proud gratitude.

It is not easy to find myself, since I see that the Honourable Representatives and their constituents, distinguish me with such exalted esteem, and consider me as worthy in the majority. The voters in the country districts are far from approaching a majority; in all the districts it has been deficient, and it is none so diminutive that it has not reached a tenth part of the voters. I do not mean to put in doubt that the opinion of the Province may be uniform, as you announce to me; I very gratefully admit it to be so. I merely wish to call your attention, as in duty bound, to these details, for your more thorough reconsideration.

Your Honourable Corporation tells me, to take in repose the time necessary for listening to the inspirations of my prescient genius. It is not the genius, which you promise me, with a generosity becoming the great people you represent, but my experience of affairs, which points out to me a general character to be suppressed, improvements to be made, reforms to be undertaken; I see it, but it all requires a vast capacity in order to be vigorous. Another citizen in my place might do much. My strength can no longer withstand the weight of the public affairs, and, I repeat to you, "My heart and my conscience tell me every moment, that I cannot continue being useful in the place I occupy."

Since you have so graciously said that my reputation should be on the wane, in the majority of the Republic, and in that of this Province. Allow me to state to you, that which you have written, on account of my having previously submitted this consideration to you. Here they are, provisions which you present a wisdom and present sufferings; (as are also those you have dedicated to my dearly beloved daughter with such generous and delicate kindness), and they afford me a sufficient reason for the earnest and anxious request I make to you for a successor.

consent of the will. However much I may wish, as I always anxiously wish to obey the desires of my compatriots, and to receive orders, how can I suppress those impressions that act with irresistible force? how can I refrain from that mental occupation, not less destructive of health, not less incompatible with repose, and even more productive of sleeplessness, than material despatch; how will it be possible not to feel the immense accumulation of matters, that come every hour to press heavier and heavier upon my head, and feeling it, how will it be possible for me to live with the repose necessary for my self-preservation, as the Honourable Representatives are pleased to prescribe to me.

The fact is, Gentlemen, I misuse, injure and ruin my already greatly impaired health, in order to fulfil the exigencies of my situation; and I know not from which it most suffers, if from the much I despise, or the much that remains unachieved. During the present year, after your honourable communication of the preceding one, to which I have only now returned, I have been able to reply, I have been able to answer, I have been able to attend even there by papers, struggling between my sufferings and my administrative tasks; and I can assure you that my suffering would have been still greater, had not God by His infinite goodness still given me the fortune to do so; but a fortitude with which I would not be presumptuous to reckon for the future.

The Representatives tell me, with that earnestness, that I must not affect any modesty; that the petition of the citizens is a law, since it contains their sovereign will, notified to me in an honourable and delicate manner, and that the will of the people, at all times and in all cases, demands the prompt submission of the Republic. But however ardent my devotion to the people will may be, as I proceed, I fester myself, by the whole course of my life, fruitless would be my painful effort to obey a law, that prohibited me to support without overwhelming fatigue the weight of the State upon my shattered frame, and live tranquil in this place of agitation and contest.

Here, Honourable Representatives, that pure and general air never prevails, which is greatly cooled, and which you wish me to enjoy;—that air which gives peace to the spirit,—that air which gives health to the body.

Besides, Gentlemen, allow me to repeat what I said to you in my last Message. Although the document to which you allude contains a considerable and really respectable number of those of our most influential citizens of the country, which there is not in this petition a majority of the qualified voters, and you know that the Republic is Sovereignty consists in the majority. The voters in the country districts are far from approaching a majority; in all the districts it has been deficient, and it is none so diminutive that it has not reached a tenth part of the voters. I do not mean to put in doubt that the opinion of the Province may be uniform, as you announce to me; I very gratefully admit it to be so. I merely wish to call your attention, as in duty bound, to these details, for your more thorough reconsideration.

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Nevertheless, thinks, Honourable Representatives of my country:—Receive the homage of my most expressive and heartfelt gratitude; but it is neither just nor expedient, that you should allow him to see his name and time wither, to whom you have accorded such eminent expressions and favours. I should ever regret the obscuration of the immense glory you accord to me, but it will be much more painful to me, if the prosperity of my country and of my fellow-citizens must also suffer.

I might still be useful in some other destination; let not your Honourable Corporation incapacitate me, in Governmental tasks, now greatly superior to my strength and capacity. I implore from you, earnestly and respectfully, Honourable Representatives, I implore from you a successor.

God preserve Your Honourable Corporation many years.

JUAN MANUEL DE ROSAS.

PRESIDENT OBIAS—His Excellency the President of the Oriental State has been graciously pleased to extend his clemency to the individuals belonging to the late gang of Lanza, whose capture we announced in our last. It is pleasing at all times, and more especially in our present circumstances, and at the present season, so fraught with associations of mercy and forgiveness, to see the necessary and inevitable horrors of civil war thus mitigated, by opportune acts of forbearance and magnanimity.

The reputation of General Oribe, in common with that of his Eminent Friend and Ally, suffered for a time in Europe, from the systematic and malignant misrepresentations of their political enemies; countenanced and sanctioned to a certain extent, we blush to say, by diplomatic chicanery. All-revealing and all-addressing time has already done much towards rectifying the account. The recent horrors of European warfare, in France, in Hungary, in Denmark, in Sardinia and Rome, have obliterated from the public mind the crude and distorted tales of inhumanity and barbarity; and the civilization of South America may safely challenge a comparison, in matters of civil war, with the vanquished civilization of Europe. Vindicated from these foul aspersions, the reputation of our leading American Statesmen, like the sun after an eclipse, shines forth with redoubled splendor; whilst public contempt has consigned their petty maligners to merited obscurity and neglect.

The well-timed act of clemency referred to, will foster and corroborate this favourable impression; and we glory in being able to add on our part, that during 1850, now verging to its close, there has not been a single drop of human blood shed, nor so far as we know, a single instance of persecution, on the score of political crimes or misdemeanors. War has expended its furies and its resentments; and the work of reconciliation and brotherhood advances apace. Heaven speed the work!

"Mercy is twice blessed": It blesseth him that gives, and him that takes."

We bespeak the attention and indulgence of our readers for a moment, what we bid a last farewell to a common friend.

Mysterious time, emblematic of our race, rolls on his mighty course; unchanged, and apparently unchangeable, as the Deity from whom he emanates. The Nineteenth Century, typical of a country or community, hastens with panting speed to his zenith; and after a few more turbulent steps descends to his commencement. Meanwhile 1850, like an individual of the race, after a chequered career of triumphs and disappointments, now "watches in the

socket." The hand of destiny is upon him, and the few fast-fading days that remain, may be reckoned with an awful precision. From his doom there is no reprieve; and this vanquisher of peasants and princes, having finished like a hiring his day, must now read in his account, and submit to the law of mortality. It is a solemn call to reflection,—a solemn invitation for himself,—each father for itself,—each community for itself.

Banding our retrospect to the expiring year, we have many and powerful motives for gratitude and humiliation. Disease and death have made fell havoc in many a domestic circle. The infant of a span long has opened its eyes on life but to shut them in death. The unblown flower has been nipped in the bud. Youth, with its lofty aspirations and unattained desires, has been consigned to "the dark and narrow house," in all the pride of many strength, and bloom of maiden innocence. "Manhood's active might" has been the prey of the destroyer, and the hoary sire, "like a shock of corn in its season," has been gathered to his fathers. Amidst all this change, we are spared "in the land of the living, and in the place of hope." The great Successor has been listened to, and another year granted us, that we may sympathize with the bereaved and the afflicted, and prepare for our coming change.

As a community, we have seen the sword, and famine and pestilence abroad; whilst in the merciful providence of "Him who ruleth among the Nations," we have been saved from them all; and these marked national blessings, call for a solemn expression of national gratitude. As a season of transition in the Argentine Confederation, 1850 has been a period of commercial trials and reverses; but it has at the same time been a period of peace and tranquillity of health, progress and augmentation; and compared with many seasons of chicanery, we have ample reason to exclaim,—"Verily, the lines have fallen to us in pleasant places, and ours is a goodly inheritance."

With our respectful congratulations to the Illustrious Chief who presides over our destinies, and with all the compliments of the season to our respected readers, we submit the following postscript effusion, as an appropriate memento of 1850.

"THE GLEANER"

When the earth is crowned with fates,
And the yellow harvest shines;
To the scythe of the reaper,
Tolling in the sunny field,
Mark the glad contented gleaner,
Gather corn by one his store—
Every act of cheerful labor,
Makes his richer than his store:
Content 'y of lowly grade—
"Ere by the sheaf is made."
Every man has his neighbor,
Though he wears a large estate:
Messengers from Heaven coming,
Do not tarry at his gate.
One with the scythe, looking on,
Enters in the balmy air,
And the great sun brightly shining,
Gleads the beauties that worship there.
Content 'y of lowly grade—
Every man has his neighbor,
Step by step he plods his way,
One by one his blessings reap:
He who binds his shoes together,
Has more to take than he does,
Content 'y of lowly grade—
"Ere by the sheaf is made."

MESSAGE OF 1850.

From a report of the Session of the Honourable Chamber of Representatives, of the 26th instant, published in the Diario de la Tarde of the 27th, we extract the following:—
On the evening [of a late meeting] a note was read from H. E. the Governor of the Province, addressed to the Honourable Representatives, in which H. E. announced, that he was preparing to present to the Legislatura a statement of the actual position of the Republic, and the history of his administration during the year 1850; but submitting to the Honourable Chamber certain observations clearly explained in the note, and amongst which H. E. remarked, that since 1835, the messages had continued increasing their dimensions, that which was about to be submitted to the consideration of the Legislators on the present occasion having perhaps double the size of that for 1849; and expressing a wish, by writing for more moderate weather, to afford the Representatives, and the public that listened to them, more comfort than was attainable during the intense heat of the season. But H. E. intimates that all the preparations are completed, in the different departments treated of in the Message, in conformity with the decrees and established customs, and should the Honourable Representatives dissent from the suggestions submitted by H. E. to their sovereign will, that in such case he would voluntarily conform to their decision, and present it to the Honourable Representatives might appear."

After thanking the Honourable Representatives, for the exemplary attention they had devoted to the Message of last year, and the citizens generally for the estimable interest they had manifested with respect to it, H. E. suggests the propriety of selecting a holiday or Sunday for the presentation of the present Message, and discommencing for that day and evening, the practice of observing that day of fasting, and of procuring a succession of holidays during the period of its being read.

The official documents have not yet been published; but the suggestions referred to were unanimously adopted, and the following message to the Legislature in consequence promulgated:—
"Hope deferred maketh the heart sick;" and, whilst we readily admit the general expediency, and cordially appreciate the considerate kindness of the arrangement, we can heartily sympathize with the disappointment of the community.

At the same meeting, the following nominations were made for the ensuing Legislature, Don Miguel Garcia, President; Don Agustín de Pinedo and Don Juan N. Terrero, Vice-Presidents; and Don Lorenzo and Don Estanisco Torres—Secretaries.

Among the recent disbursements made by order of Government, we understand the sum of 100,000 dollars, has been delivered to Don Antonio Terrero, for the purpose of commencing the repairs of and continuing the "General Quinqué" Road. This interesting project, and making it this interesting department, demands a more detailed notice, which we reserve for a subsequent number.

According to the Liverpool correspondent of the Journal de Commerce, H. B. M. Packet Perez will with the November mail for the Brazil and the River Plate, would proceed to Rio direct, without touching at the northern ports, as is customary in the present season. The Esk screw propeller, the pioneer of the line of steamers between England, Brazil and the River Plate, was to leave England in the early part of November, with one of the Company's directors on board, and would touch at all the ports on the route in order to make the necessary arrangements.

FOREIGN INTELLIGENCE.

BRITAIN.—A long communication in the London Morning Chronicle, from Mr. Mayhew, whose accuracy is unquestionable, contains interesting details in reference to British navigation, and the means of internal transit in the United Kingdom, from which we gather many of the following statistics.

The number of British vessels in 1848 (trading with foreign ports) was 25,000, having an aggregate tonnage of 3,000,000, manned by 180,000 men, and carrying a space of water equivalent to 25 square miles. The

number of foreign vessels that annually visit the shores of Great Britain is about 18,000, manned by 100,000 men.

We have not the means at hand to draw an exact comparison in these particulars with our own country; but we are confident they would not show much difference in the commercial operations of Great Britain and America. According to the Report of the Registrar of the Treasury on Commerce and Navigation, the number of entrances of American vessels into American ports was for the year ending June 30, 1848, was 11,208, with a tonnage (American measurement) of 2,658,321, and manned by 106,347 persons; of foreign vessels, 20,293, with a tonnage of 4,965,236, and manned by 108,731 persons.

According to the last Parliamentary returns, made in 1845, the number of steamships in the United Kingdom is 1,100, with an aggregate tonnage of 265,371, and an aggregate horse power of 92,862. If all were placed abreast, they would reach 24 miles, and then to stem they would reach 23 miles. The number of steamships upon the waters of the Valley of the Mississippi alone, as we stated the other day, is at the present time over 1400. The entire value of the vessels belonging to the mercantile marine of Great Britain is about \$190,000,000; their annual earnings for freight is about \$140,000,000; and the value of the articles imported to and exported from the shores of the Kingdom is about \$500,000,000. Full one-fourth of the entire commerce of the Kingdom is carried on in London. One in about every 42 of the British ships are annually wrecked, causing a loss of property of nearly \$15,000,000, and the destruction of 1000 lives every year. Every 203 persons engaged in navigation. The sailing vessels employed in the carrying trade between the different parts of Great Britain and Ireland, numbered 8,672; they made 251,000 voyages, and possessed the capacity of carrying 29,000,000 tons of goods. London has four times as many sailing vessels, and ten times as much tonnage as any other port in the Kingdom, but has only one-third as many steamers as Liverpool.

There are about 6,000 miles of Railroad in operation in Great Britain and Ireland, and 111 different lines, irrespective of branches; about 1,500 miles are in course of construction; and there are 993 railways with a total length of 8,600 miles authorized to be constructed, and there are about 8,000 miles of Railroads in operation. The last number of the Westminster Review states that the average cost of Railroads in the United States has been about \$10,000 a mile; while that of the English roads has been nearly 300,000 per mile; including the same square yards of area as in 1815. The annual expense of a railroad in England is in fact more than the original cost of one in the United States. The cost of constructing the British railways was about \$1,750,000,000. Above 6,000,000 of passengers travelled upon these railroads last year, equivalent to two trips of 174 miles each to every man, woman and child in the Kingdom. These passengers in the aggregate travelled over a billion miles, paying an average fare of 24 cents a mile. There are on every English road, as in fact on every railroad throughout the world, the fire and the steam engines, the first class being as much again as that of the third, and half as much again as that of the second. This excess in passengers in England, comes from much more numerous than any other, they number last year more than three times as many as the first class, and the disparity is constantly increasing. The total receipts of the railroads in Great Britain and Ireland, last year, amounted to \$50,000,000—the number of passengers being 6,000,000, or nearly 100,000 per mile. During the last six months of 1849 the number of persons who suffered from accidents on the railroads in the United Kingdom, was 218, of whom 106 died on account of their injuries, which is the proportion of one fatal accident to every 231,000 persons travelling. This is a very small number, especially in the comparative safety of railway and marine travelling, the individuals drowned in the latter being, as we have before stated, 1 in every 208.

The canals of Great Britain and Ireland are about 2600 miles in length, those of the United States being 1000. They are constructed at an expense of about \$175,000,000, or about one-tenth the cost of the railways. Only 592 miles of canals have been completed in the United Kingdom since the year 1800. About 2,000 miles of the rivers in Great Britain and Ireland are navigable. Nearly 2,000,000 persons annually travel by stage coach in Great Britain, performing a distance of 385,000,000 of miles. The turpentine and other woods of Britain (exclusive of Ireland) are 120,000 miles in length, maintained at an annual expense of \$8,000,000.

The railways, canals and roads, of Great Britain and Ireland are 130,000 miles in extent, and the cost of their construction was over \$1,000,000,000. According to the \$27,000,000, the sum expended on the mercantile marine, we have the gross total of twenty two hundred millions of dollars invested by Great Britain in the means of commerce and foreign communication and conveyance. What can we forceably exhibit the tremendous energy and activity of the great commercial empire of Great Britain?—New York Courier & New York Enquirer, 13 Oct.

FRANCE.—The accounts of the commercial state of Paris continue to be favorable. The Paris correspondent of the Times has the following in regard to it:—

Sailors and agents engaged in our foreign trade have made large purchases lately. The Brazilian merchants who had discontinued their trade with us, are now giving orders to Rio Janeiro, having received more favorable accounts, are now resuming their purchases. The manufacturers of brimstone and other articles from Mexico and the South American States. The Paris merchants engaged in foreign trade are beginning to give the example of the British, and are constantly seeking for new outlets for their superabundant stock.—Journal of Commerce.

CHINA.—The spirit of innovation has broken out in an unexpected quarter, if the report be correct, that an insurance company has taken place in the Celestial Empire. It is said that one Li-Tze-Pang has taken the field, at the head of 50,000 insurgents, for the avowed purpose of restoring the dynasty of Ming; and that he has given a successful action against the Imperial forces. We find no dates however, and further details are required for its confirmation.

SHIPPING LIST.

PORTUGAL.—VINDY JAMES Arrived, Dec. 21.—Wind S. W., in the afternoon changed to N. E., British brig Adam Smith, 220 tons, David Gourley, from Trapani, (Sicily), 24 days out, to John Best & Brothers, with 250 tons sail.

Sardinian barque America, 225 tons, Antonio Picalago, from Marseille 26th September, Buenos 18th inst., to Jose Aguirre, with 50 casks oil, 350 boxes vermilion, 7 bags mercurial, 18 ds beans, 17 do peas, 306 pigs, 100 do fat, 100 do butter, 40 do potatoes, 100 do cognac, 50 do biters, 40 do lead potatoes. Passengers—5.

Portuguese brigantine Porti, Manuel Jose Coutinho, from Santos 10th inst., to order. Passengers—2.

No arrivals or sailings. Dec. 22.—Wind N., in the afternoon changed to W, rain.

Arrived, Dec. 23.—Wind S E, in the afternoon changed to E. Spanish brig Matagorda, 151 tons, Simon Amategui, from Mataga 4th November, to Zumarán & Co, with 15 pipes and 145 casks casks sweet wine, 15 pipes and 340 quarter casks raisin, 60 boxes brandy, 50 do paint, 710 jars ana, 500 boxes white lead, 40 boxes almond oil, 500 boxes and 400 half boxes raisin, 127 barrels sweet wine, 200 do ground pepper, 4 bags shot, 138 lbs matting, 11 boxes preserves, 67 packages dry goods.

Sardinian polacre Erola, 173 tons, Miguel Raggio, from Genoa 21st October, to Barbone Valente, from Porto, 200 tons, to order, red wine, 105 barrel sugar, 80 casks and 200 boxes oil, 36 do linseed, 100 barrels white paper, 100 do buff, 100 do Spanish rice, 200 do bags sweet wine, 10 do cummia seed, 1 box dry goods. Passengers 45.

Brazilian brig Bellaria, 282 tons, Manuel da Silva Santos, from Parangá 12th inst., to J. de Marquez Souza, with 548 casks and 493 half casks raisin, 30 bags rice, 36 dozen handkerchiefs, 23 cables.

Sardinian brig Rea, 255 tons, Stefano Sellaoso, from Genoa 13th October, to Piaggio, Pietranera & Co. Passengers—50. United Kingdom barque Rosa, 124 tons, John Kaunt, from Patagonia 10th inst., to Sauced B. Haic.

Arrived, Dec. 24. Wind S. E. French bark Henri de Lorraine, 292 tons, from Genoa, from Cette 22nd October, to Jules Vignal, with 6 barrels oil, 401 barrels, 20 half barrels, 21 quarter barrels raisin, 100 do sugar, 200 do frontignan wine, 20 do white do, 20 baskets champagne, 30 half pipes vinegar, 4 boxes and 400 boxes 3 barrel raisin, 100 barrels olive oil, 40 boxes fruit, 35 casks oranges, 25 boxes orange flower water, 36 boxes and 54 packages dry goods. Passengers 8.

French schooner Lucie, 191 tons, Claude Bernier Revellin, from Cette 13th October, to A. Van Praet, with 3000 kilograms sail, 302 pipes and 59 half pipes Catalonia wine, 40 pipes and 40 half pipes Bordeaux do, 20 do red do, 2 barrels olive oil, 8 ds. merchandise, 35 boxes vinegar, 4 boxes ligures, 100 do do. Spanish brig Palho, 258 tons, Ramon Coll, from Barcelona 15th October, Malaga 11th inst., to Linares, with 20 pipes raisin, 20 do 20 half pipes red wine, 250 quarter casks, sweet wine, 175 half pipes dry do, 15 pipes brandy, 14 half pipes vinegar, 50 boxes white and 200 quarter boxes raisin, 50 barrels hemp do and 1 package boxes, 1 box gutta serena, 10,300 cigars, 350 boxes, 300 half boxes and 200 quarter boxes raisin, 50 barrels olive oil, 20 do red do, 2 barrels olive oil, 8 ds. merchandise, 35 boxes vinegar, 4 boxes ligures, 100 do do. Spanish brig Palho, 258 tons, Ramon Coll, from Barcelona 15th October, Malaga 11th inst., to Linares, with 20 pipes raisin, 20 do 20 half pipes red wine, 250 quarter casks, sweet wine, 175 half pipes dry do, 15 pipes brandy, 14 half pipes vinegar, 50 boxes white and 200 quarter boxes raisin, 50 barrels hemp do and 1 package boxes, 1 box gutta serena, 10,300 cigars, 350 boxes, 300 half boxes and 200 quarter boxes raisin, 50 barrels olive oil, 20 do red do, 2 barrels olive oil, 8 ds. merchandise, 35 boxes vinegar, 4 boxes ligures, 100 do do. Spanish bark Sattin, 300 tons, from Bahia, 30 doza boxes, 1 oil painting.

Spanish schooner Morella, 140 tons, Sebastian Utrian, from Parangá 13th inst, to Antonio Van Praet, with 183 tierces variety, 20 rolls tobacco.

Sardinian schooner Palmine, 146 tons, Etevan Nicols Torre, for the Salado, despatched by Adria Manella & Co, to take in a cargo of produce for Bahia, 24th inst.

Arrived, Dec. 25.—Wind N., in the afternoon changed to E. American ship Shaw, 343 tons, James Clapp, from Boston 13th October, to Sanchez, Haly, with 37 boxes cigars, 10 kegs and 8 boxes varnish, 1 lb chisels, 4 do. copper tacks, 40 do. iron do, 20 do. grind stones, 1 box sugar, 100 do. tin snips, 248 do. tin do. shoes, 50 do. crocks, 50 kegs white lead, 51 rolls cordage, 40 boxes tobacco, 50 barrels sugar, 68 kegs iron blocks, 2 boxes gunn, trawling, 2 do. do. shelle, 61 do. tacks, 35 do. tools and nails, 3 do. wax, 6 do indigo, 2 hogheads brandy, 7 casks potato, 20 do. lamp black, 275 pieces cherry wood, 2 boxes screws, boxes and 1 package hardware, 44 packages medicine, 188 pieces dry wood, 10 barrels staves, 216,000 feet lumber, 61,000 shingles, 248 do. do. American bark Matou, 281 tons, Charles G. N. Stinson, from Boston 5th October, to Zimmmerman, from Rio de Janeiro, with 200 boxes chairs, 40 rolls cordage, 500 barrels flour, 100 do feet pine lumber, 208 barrels and 136 kegs of iron, 75 kegs of iron, 75 kegs of iron, 75 kegs of iron, 65 do sugar, 13 kegs of iron, 75,000 shingles, 100 boxes, 20 half boxes and 13 kegs of iron. Sardinian schooner Coisquina, 173, P. A. Basili, for Annas, in ballast, despatched by Marine Laplace, to take in a cargo of mules for Bahia.

Danish brigantine Holstein, 134 tons, P. Meyer, for Brazil, despatched by José Coelho Morelles, with 3079 quarters jerked beef.

Arrived, Dec. 26.—Wind N., Spanish polacre Juana, 170 tons, Joaquin Bero, from Barcelona 31st October, to Durgo Calvo & Cia, with 37 boxes pepper, 10 do paper, 233 doubletons.

Sailed, Brazilian schooner Bella Viola, 122 tons, José Maria Pereira, for Brazil, despatched by Durgo Calvo & Cia, with 607 quarters jerked beef, 75 do do, 40 dry ox and cow hides.

Spanish schooner Erelia, 156 tons, Juan Polig, for Baco, in ballast, despatched by Durgo Calvo & Cia.

Arrived, Dec. 27.—Wind N, Brazilian corvette Etropole, Lieut. Juan Custodio Dudelin, from Santos.

American steamer W. J. Pease, 314 tons, Edward Jones, from Montevideo 28th inst, in ballast, to Zimmmerman, Pizarro & Co, with 1239 doubletons. Sardinian schooner Nueva Carmen, 81 tons, Domingo Macario, from Montevideo 24th inst.

Sailed, Brazilian brig Agnia do Prata, 203 tons, José Gonzales de Almeida Rio, for Parangá in ballast, despatched by José Marques Souza.

Errata in our last.—In the notice of the barque Hull reference was made to the Light House, and in the notice of the barque Hull the lark is stationed in the vicinity of the Ortiz Bank and the Hull grounded on the Chico. Antonio José arrived late in the evening, was run ashore of Point Quilmes, in order to discharge the cargo, and having been since surveyed has been pronounced no longer sea worthy.

French bark "Henri de Lorraine," on the 6th December, lost 97 tons of wine, and 119 tons of specie the British ship "Isabella Hercules," bound to New Zealand, laden with passengers.

Exchange—and other items.

Table with multiple columns listing exchange rates for various locations including London, Paris, Bahia, and other ports, with corresponding rates and dates.

