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AND

BUENOS AYRES, SATURDAY, NOVEMBER 1, 1851.

[Established in 1826.]

Amount of Produce shipped from the Port of Buenos Ayres from 1st to 31st October 1851.

Number of vessels	GRAND TOTAL			UNITED STATES					TOTAL OF OCTOBER			TOTAL JAN TO SEP.		GRAND TOTAL	
	BRITAIN	FRANCE	GERMANY	ITALY	SPAIN	HAVANA	VERACRUZ	YUCAJAN	CHICAGO	ST. LOUIS	INDIANAS	TOBAGO	TOBAGO	TOBAGO	
Duff	1,515	623	1,173	10	10	1,114	73,759	83,874	1,515	2,197	1,575	2,071	10,114	73,759	83,874
Sloop						42,497	37,477	89,874					225,245	336,319	411,812
Boat	1,515	623	1,173	10	10	1,114	73,759	83,874	300	300	300	300	1,515	2,197	1,575

Amount of the principal articles of consumption imported during the month of October—

Articles	Quantity	Articles	Quantity
Ala and Porter, barrels	101	Collada, boxes	456
Bees, crates	192	Soap, boxes	150
Butter, barrels	102	Wool, bales	375
Cheese, do	102	" "	150
Coffee, bags	70	" "	150
Cocoa, English	70	" "	150

Statement of the Public Treasury for October 1851.

Item	Received in October	Paid in October	Balance
Currency	10,000,000	12,000,000	100,000,000
Interest	500,000	200,000	100,000,000
Taxes	1,000,000	800,000	100,000,000

common centre. Hence the increasing force of arrivals both from the Paraná and the Uruguay; and the consequent extraction of goods to these destinations, that tends to alleviate the pressure of our existing stocks. It is the necessary consequence of the cruel infliction entailed on these communities by foreign interventions, and a wound far levied on the general commercial interests of the world, in blind deference to Imperial perfidy and ambition.

the exceptional circumstances in which this Province has been placed for the last six months, and the tortuous and intricate misrepresentations of the Comercio del Plata* of Montevideo, that we had occasion to refer to in a late number of this paper. There has been some intercourse with the two revolved Provinces during the month, but still so inconsiderable as hardly to affect the gross amount of the export business of this Port. From the Interior Province no export portion has been received, and consequently it may be said, that the supplies have been furnished by the Province of Buenos Ayres alone; and we fearlessly challenge a comparison with the loaded resources so warmly advocated by the Montevideo champion. In questions of this nature figures are more authoritative than rhetoric opinions, and we request public attention to the details of our export statement for the month of October 1851; of which the following are the principal items—213,055 of the average price, 19,300 horse hides; 80,974 quintals jerked wool; 1,494 pieces, 1,040 boxes and 10 sections of raw wool; 104,890 horns; 191 bales hide cuttings; 527 bales and 94 sections horns and cow hair; 127 bales and 68 dozen eel and slunk skins; 193 bales sheep skins; 10 do goat and deer skins, 6 do nutria skins, 4 do and 2 bags-otrich feathers; 8 tons and 193,300 shins and marrow bones.

Rosas, with a noble resolution, took upon himself the responsibility of preserving it. He placed his own interests, and those of his country, violently and indignantly ejected from his port, a part of the Argentine Army to assist him in recovering it. He was not, however, satisfied, until not only the will of the community, solemnly and energetically expressed in a general assembly, a part of the foreign population took up arms, and declared themselves in favour of the restoration; and an English Commodore and a French Admiral, availing themselves of the pretext of the security of their own lives, and the safety of their country, when they were threatened that of the country that they were to be restored, they did not, on the contrary, encouraged them in their resolution. One alternative that was the disappearance of these fleets by their respective Governments, and to whom the Argentine Government, rather than to the British or French, planned the state of things with irreproachable fidelity, it brought to mind the general law of nations, which forbids the interference of public bodies with England and France, and so clearly demonstrated the violations of the one and the other, that it obliged the Ministers of these Governments to acknowledge and proclaim the irregularity of the conduct of their agents.

"This result was the sure pledge of triumph, which the Argentine Government promised itself, rather than of a final and complete American interest, and of the greatest importance, to destroy in the hands of two great powers, that fatal arm of intervention, which they had begun to make use against the interests of this part of the world. But, in the meantime, the British and American powers rest, not upon the complete occupation of America, but on its prolonged dependence upon them. This is not upon holding itself excluded from our internal affairs, it dispatched one of its commissioners, in order to be received in the Argentine Republic, to solicit from these Governments, to consent that these Governments should have exercised, in this manner, such a contest still more desirable, and more honourable, than that of the general peace, and the repeated victories of our arms, had rendered us termination inevitable. A glorious treaty was signed with England, and another celebrated with France, consecrating in both the principle, so inherent in our rights, to have an act of its own for their preservation—the inviolability of its territory, and the non-interference of foreign powers in the affairs of the interior. This act, which fulfilled the desire and the hope of all the Governments and American communities, being the basis of the Argentine Government, was, indeed, the foundation of the Argentine Republic, and it was, in fact, the government, it sought it in trait; it was not content to rest there to find them. It was aware of the Government, with which the Governor of Entre-Ríos; it knew his immorality, his presumption, and his degradation of his soul, and of the danger which he was in the hand, that he might serve it as a tool in its plan that mediated, and which Urquiza is now

MONTHLY RETROSPECT.

The political excitement and martial preparations of the past month, have no doubt interested both with industrial enterprise, and the ordinary routine of commercial affairs; they have not had the prostrating effects that might have been anticipated. Comparison with the preceding months, the movement in October, though less than in normal circumstances, has been considerable, and has been checked by inadequate means of transport, is steady and progressive, and the Provinces of Entre-Ríos and Corrientes interest begin to give unequivocal indications of a preference to Buenos Ayres over Montevideo.

This significant and gratifying fact, is not so inappreciable as some recent occurrences, which have left a deep impress on the memorable records of 1851. It is easy for theorists and revolved chieftains to dictate new routes, and designate new markets; but high influences, and cordial interest and convenient, eventually decide the question in an authoritative and irreversible manner. The common sense and practical experience of a community are more powerful than the flimsy combinations of a Barmine, or the arbitrary mandates of an Urquiza.

Buenos Ayres is the natural and recognized centre of the Argentine Confederation; and, despite disturbing influences, its component parts have gravitated, do gravitate, and must continue to gravitate to the

the free trade and navigation policy of the British Government. Britain has imposed anti-war agitation, that finds an echo and response in the most distant regions, a more realistic, less idealist, statesman would wantonly encounter, and that none need hope to thwart with impunity. Besides a salutary fear the Argentine head, Brazil met yet yield to those impetuous remedies, and as gratefully accept the proffered mediation of Her Britannic Majesty.

With this prevalent conviction of untroubled and peaceful relations, the palmy days of speculative monopoly, and the unprofitable speculations, responsibilities and troubles, which the reckless policy and notoriously punitive measures of the actual Government, are being regarded, and to which we shall have occasion to allude under a different name, the one of the most notable features of the situation.

POLITICAL ASPECT.—Under the head we beg particular attention to the following Editorial article from the "Archivo Americano" of yesterday, as a masterly and authentic exposition, which we cordially endorse—

Upon the late official correspondence of the Government of Buenos Ayres with the Minister of H. B. M.

"The Government of Brazil, that refused to fulfil a duty, has lost its aid, and in a set-off of Easy. When the independence of the Oriental State was threatened by the arms of two great Empires, the Emperor of Brazil, a chiefman, whose existence was acknowledged and declared by that Cabinet to be incompatible with the result of the independence of the States, effected the destruction of the public authority, and had taken upon himself the command, with the consent of the Emperor of Brazil, the restoration, the relaxation, the entrance of the Argentine Government could not move that Government, from the consent, from the fact that it viewed those aggressions, and the evident danger in which State was placed, of whose independence it had considered it a guarantee. Abandoned in this manner by those who should have occurred to defend it, General

EP Advertisements received till Friday at noon, and inserted with the greatest care and attention at the following rates:

Not exceeding eight lines, one insertion, 28; three insertions, 58; and each subsequent insertion, 19 cents. Those exceeding six lines will be charged in proportion.

Notices from the National Authorities, Consular Notices, as subject of general interest, Notices as to Public Schools, Churches, Hospitals, Beneficial and Benefactor Societies, &c.—gratis.

Amount of the principal articles of consumption imported during the month of October—

Shipping List

John Higginbotham, Licensed Ship Broker.

For London. British brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For London. British schooner "Leda", 183 tons, A. I. at Lloyd's, for 12 years, R. Adams, commander, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Liverpool. British brig "Hyperion", 241 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Liverpool. British schooner "Cinder", 177 tons, A. I. at Lloyd's, for 12 years, Oger, commander, a favorite trader, is now loading in Liverpool, and can accommodate three passengers Oct-18.

For Cork or Falmouth. British brig "Fenian", A. I. Smith, commander, is a chartered vessel, and can accommodate three passengers Oct-18.

For Cork or Falmouth. British schooner "Bohemian", A. I. 217 tons, Omer, commander, is a chartered vessel, and can accommodate three passengers Oct-18.

For Antwerp. British brig "Jorge", 360 tons, Schaffer, commander, is a chartered vessel, and can accommodate three passengers Oct-18.

For Antwerp. Sardinian brig "Mato", 223 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Antwerp. Belgian brig "Montague", 243 tons, A. I. Cordier, commander, is a chartered vessel, and can accommodate three passengers Oct-18.

For Antwerp. Bremen brig "Theresa", 251 tons, register, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Hamburg. Swedish brig "Theresa", 251 tons, register, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Marselles and Ports in the Mediterranean. Consigue Messrs. Otto, Rosenbach & Co.

For Cotte. French schooner "Leda", 183 tons, register, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For New York. American brig "Leda", 183 tons, register, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

Shipping List

Richard Sutton, Jun., Licensed Ship Broker.

For Southampton. Passengers only. British brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For London. British schooner "Leda", 183 tons, A. I. at Lloyd's, for 12 years, R. Adams, commander, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

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For New York. American brig "Leda", 183 tons, register, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

Shipping List

Charles R. Horne, Licensed Ship Broker.

For London. The very fast sailing A. I. at Lloyd's, British built brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Antwerp. The very fast sailing A. I. at Lloyd's, British built brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Rio Janeiro. Passengers only. Danish brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Great Britain. The very fast sailing A. I. at Lloyd's, British built brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Havre de Grace. The very fine fast sailing Packet of the Lux. French brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Havre de Grace. The very fast sailing Packet of the Lux. French brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Brazil. Danish brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

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For Rio Grande. French brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

For Freight or Charter. Sardinian brig "Forest", 120 tons, A. I. at Lloyd's, Key, Commodore, has her entire cargo of sugar, coffee, and other goods on board this month, and can accommodate three passengers Oct-18.

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RECEIVED—Vessels due to Rio. Register, pp 40 Spanish, 1817 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900.

MERCHANT VESSELS to be in the Port of Buenos Ayres on the 25th and sailings this week see Marine List.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for NATIONAL, BRITISH, and AMERICAN vessels.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for SPANISH and SARDINIAN vessels.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for BRAZILIAN and HAMBURG vessels.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for BELGIAN and PRUSSIAN vessels.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for TUSCAN and HANOVERIAN vessels.

Table with columns: Date, Name of Vessel & Captain's Name, Consignee. Includes entries for SWEDISH and DANISH vessels.

Notice. Mr. James Z. Bernard resides at present at No. 147 Nassau Street, New York. He is a native of England and has been in the city for many years. He is a member of the Board of Commissioners of the City of New York, and has been in the city for many years.

Important to Families, Sportsmen, &c. The advertiser having a delightful Chateau, situated in a beautiful spot, and surrounded by a park of 1000 acres, and a fine view of the city, and is now open to the public. The Chateau is situated in a beautiful spot, and is surrounded by a park of 1000 acres, and a fine view of the city.

On sale. Hollands gin in cases. Just received, and for sale at 12, Calle Santa Rosa, No. 25. George Theopropoulos, Sole Agent.

John Higginbotham, Licensed Ship Broker, No. 30, Calle Real, P. R.

Richard Sutton, Jun., Licensed Ship Broker, No. 30, Calle Real, P. R.

Charles R. Horne, Licensed Ship Broker, No. 30, Calle Real, P. R.

George Theopropoulos, Sole Agent, No. 12, Calle Santa Rosa, No. 25.