

CENTRAL NEWS.

Printed at No. 78 Calle La Deseosa, and published every Saturday at 2 o'clock p. m. on No. 20 Calle San Pedro, where advertisements are received, and no advertisement may be inserted for less than 100 lines.

Price 408 per Quarter, delivered in Town by the Carriers; and 458 per Quarter when remitted by Foreign Post by the Office; it being understood that they will be punctually forwarded by every opportunity.—SIXTEEN COLUMNS.

APPOINTMENTS received till Friday at noon, and inserted with the greatest care and attention, at the following rates.—Not exceeding six lines, one insertion 38; and each subsequent insertion 12 rials. Those exceeding six lines, 4 rials per line for the first, and 3 for each subsequent insertion. Notices to Public Schools, Churches, Hospitals, Benevolent and Beneficent Societies, &c.— GRATIS.

BUENOS AYRES, SATURDAY, AUGUST 23, 1854.

(Established in 1826.)

(No. 1458.)

LATEST INTELLIGENCE.

(BY SUBMARINE AND EUROPEAN TELEGRAPH.)

We have received the following despatch, dated yesterday evening, from our correspondent in Vienna:—
"The Russian rear guard was about half-way between Bucharest and Busco.
On the 24th the Turkish army had not entered Bucharest.
Bucharest was about to send a loyal address to the Porte.
Luders' troops were retreating on Bialow."
"It is said that retrograde movements are being made in Moldavia.
The departure of Baron Hess for the army is postponed."

A despatch from Madrid, dated August 5, is in the following effect:—
"A Royal decree removes General Villacampa from the Presidency of the Supreme Tribunal of War, and reinstates Baron Mier in that post.
"Another Royal decree bestows upon General de la Olaya the rank of Major-General of the Order of San Fernando, in recompense of the distinguished merit of which he gave proof in the glorious battle of Vitoria.
"The Marquis de Perales has resigned the office of Civil Governor of Madrid.
"The Queen Mother is expected to die, with all her family, for a foreign country.
"There is a report of a reactionary movement in Cadix, in favour of the Brigadier Pingo, which, however, was promptly suppressed.
"General Manuel Cosca has written from Barcelona to Espachera, stating that he placed himself under the orders of the latter General."
"Three per Cents, 35 7/8."

BARCELONA, August 7th.—A portion of the population in the neighbourhood of the left Barcelona, from the fear-infection of the cholera. Three stragglers filled with the emigrants are at Port Vendres."

MARSEILLE, August 7th.—The Nile has brought news from Constantinople to the 20th of July, General Canrobert and Brown returned to Varna on the 27th, after having inspected the Russians coming from Varna to Sebastopol. Admiral Balafrani was before Varna with 12 ships of the line, had reduced Constantinople all the transports and the Irish fleet.

PARIS, Tuesday Evening.—The three pacifics, almost totally at 11 1/2, 50c, for the end of the month, and the Four-and-a-half per Cent, at 95 1/2 c.

Continuation of yesterday's publications despatches from Vice-Admiral Parceval Deschamps, dated August 10th. The following is the substance of the news which we have before us:—On the 30th of July on board the French frigate the Lion:—

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our cannon and our efforts should be directed. I am happy to announce that object to you.

"The brave General Baraguay d'Hilliers comes at the head of 10,000 of our valiant troops."

"The Emperor sends his eagles to join our vessels to show for the regions of the north what can be effected by the powerful arm of France armed for a noble cause—the right of the weakest and the liberty of Europe." The navy and the army have long been accustomed to rely upon each other, having no other rivalry than the desire to be foremost in doing good.

"Give, then, a hearty welcome to our brothers in arms of the army. Our faithful and devoted co-operation is, from now on, before the enemy, as ever, we shall join together in the same sentiment—the glory of France—and for the same cry: 'Long live the Emperor!'"

"The Vice-Admiral, Senator, Commander-in-Chief of the Baltic Squadron, PARSEVAL."

The despatch of the Valorous, reported last week, is of greater extent than at first appeared, her false keel in quite gone, main keel much damaged, and fore part and bow-gate almost shattered. The crew of the British sailor are tested to their full extent in endeavour to keep her afloat.

A singular operation has been discovered, and with diving apparatus, are engaged in cutting away the crushed planks and timbers, and retaining the bottom. The vessel is, suitably enough, rather a down than an accident, and it is noted as an unusual circumstance, and one which has not occurred, that, following in the wake of the Leopard, which passed safely, the Valorous, by making an almost imperceptible lurch, and in her course, should have struck, and being a sister ship to the unfortunate Tiger, she should have met a fate so nearly similar. If she can be patched so as to render her at least seaworthy, she will be of great use.

As the moment for decided action approaches, and the languor of delay is changed into the buoyant vigour of energy, every officer desires a part in the anticipations of an attack upon the Crimea. Lieutenant M'Dougall of her Majesty's ship Duke of Wellington, who is sent here with dispatches, has been ordered to perform a service which may deprive him of a share of the only opportunity of action that this year may be afforded to the British fleet.

The most important part of the intelligence brought here by the Nicolai is the account of an interview between the King of Sweden and General Baraguay d'Hilliers at Stockholm. The reception of the general by the admiral, and the allied fleet, was, indeed, most respectful. La Reine Hortense, who accompanied the Emperor, and in which General Baraguay d'Hilliers was a passenger floating in among the big ships like a monarch, was followed by the British. The grim batteries of the great line-of-battle ships—the salute of friendly thunder, which the King of Sweden, as a French general, as ally, the yards manning, the colours flying, the crews cheering, 20,000 voices, the English with their flags and loud hurrah of union and strength—from part of a scene such as the world never saw, and which may never be repeated.

But, although less grand and less heart-striking, the interview between a general of France and the King of Sweden, who has thence to a French general, is one of those rare instances of strange combination which sometimes result from the course of the past has been. The incident will be an epoch in the history of Sweden.

The interview of Sweden, in response to the soldier-like questions of the French general, is a strong contrast to the simious and dignified manner in which the two for union with civilization and the Western world, and the English, his dread of the withering wintry vengeance of his barbarian neighbour, were not for an instant concerned against all attacks of the Emperor of Russia.

the general, and accompanied by the French Admiral, they went up in La Reine Hortense, together to inspect Bomarsund and Aland. Previously, Admiral Flamby, who has shifted his flag to Le Lucat, had been within range of the guns, which compelled him with a shotted salute, without, however, inflicting any damage.

Three deserters have come off from the garrison at Bomarsund, and report that the entire strength does not exceed 1,800 men. This report is not probable, and is not believed.

It is announced by one of the latest telegraphic despatches received from the East, by Major de Malte and Marseilles, that on the 21st of July the Light Division of the British army, together with the 10th Division of the Division of the French army under General Canrobert, were engaged at Varna or at Balchik, and whether the result will be correct or not, we entertain no doubt that the allied army has sailed from the shores of Bulgaria to invade the Crimea. Some weeks ago the reasons were less obvious which induced us to depreciate the advance of the Anglo-French army to the principalities, and to argue that the relief of Silistria, and the passage of the Danube were undertakings which might cost us too dear if they were purchased by the sacrifice of a more important operation.

As the operations of the allied army, which have been accomplished by the Turks themselves, with only the moral support of the allied army, have entered into the plan of the campaign adopted by Marshal St. Armand and Lord Raglan to occupy the Crimea, the British army, the Dobruddza, OSAR PASHA had asked at the first conference of the allied Generals for the moral support of the British detachment at Varna, and the allied commanders gave more than he asked—for, as the result has proved, without effect. But the chief advantage of this movement to ourselves was gain to the army of the heavy guns from Woolwich and Toulon, and in some degree to accustom the troops to the climate.

It was also desirable that the winter period of the year should be over before active operations began. All these considerations must now under our mounting perfectly clear, when we disputed the plan of operations which most of our contemporaries were directing towards the Danube, and steadily pointed in the direction of Sebastopol.

Now becomes expedient to consider with greater detail the nature of the proceedings to which this remarkable expedition may give rise. The first or preliminary operation for the conquest of the Crimea and the siege of Sebastopol, as for any great maritime operation, is to effect the landing of the troops, such a manner and in such a position that they may be enabled to hold their ground against the enemy until the British fleet, with its artillery and stores has reached the shore, and its men are able to take possession of the spot selected for the landing must unite several favourable conditions. If, in some degree, the sea is calm, and of water to allow the approach of the ships, or at least of the steam frigates, so as to give vent to the muzzles of the guns, and to the ships' guns. It is indispensable that fresh water be found on the spot in sufficient quantity to supply the wants of the army, and that some natural facilities should exist for throwing up fieldworks to hold the position against the superior forces of the enemy. It is also necessary and desirable that the enemy should be in a position to be brought to the exact point on which the attempt is to be made. Supposing these conditions to be realized, it is calculated that in twenty-four hours a sufficient number of men and guns may be landed to enable the detachment to hold the position against the superior forces of the enemy is able to bring against it; and in the meantime, from the enormous number of vessels of war and transports, and the aid of the allied fleets, every half-hour would add considerably to the strength of the invading army.

The south-western promontory of the Crimea on which Sebastopol stands undoubtedly is combined with conditions favourable to such an attack. Between the bay and the sea, and the bay, there is a narrow strait, and between the bay and the sea, there are no less than three inlets or harbours, the Bay of Peshchana, the Bay of Kalamita, and the Bay of Kalamita, and are more or less fortified on the land, and are more or less exposed to the attacks of the south of Cape Chernomorska the shore of the

the Ministry of St. George might be eligible, and the deep haven of Balaklava would be a most important position for us to obtain and hold in our possession. Some such port must, of course, form the base of operations in the peninsula, and the very first measures of the allied Generals would be to secure and fortify a place of deposit affording them safe communication with the fleet. A glance at the map will show that, if such a position can be found, Sebastopol may be situated in the rear with remarkable facility. We may here observe that until about two years ago, Sebastopol was scarcely fortified at all on the land side, and was commanded by hills adjacent to the town. Since 1852 a regular wall has been erected from the citadel to the quarantine harbour, about two miles in length, but it is probable that this wall is still unsupported by the outer works, and that the position is not so strong and solidly, and the heights outside these lines still give the besieging army a formidable advantage of position.

From the best information we have been able to collect, the Russian forces now in the Crimea consist of the 10th Division of the 6th Corps d'Armee, under General Tronchinsky, which may amount to an aggregate of 25,000 men, and the 10th Division of the marines and dockyard battalions existing in Sebastopol. It is probable great efforts have been made to strengthen the position, but in the absence of communication by sea, a vast extent of steep and rugged hills has to be traversed, and the narrow isthmus of the Crimea can be reached at no other than the interior of Krasna. It is, therefore, to be supposed that the allied Generals charged with the defence of this important possession will adopt a cautious system of operations, and will not permit such a position as the extent of the works of the Crimea would be necessary for a constant army, with the cavalry and field artillery, will probably occupy a position in the country, and will be necessary for the allied armies to be equally prepared for a twofold operation—namely, to invest Sebastopol on the one hand, and to operate against the movements of the Russian army in the field on the other. In fact, if the landing of the allied forces is once accomplished, the success will solely on the possibility of relieving the fortress from without, by compelling the Russian to raise the siege, and to the safety of the regular deposits. Left to itself, and attacked by regular approaches, the fall of Sebastopol would be a matter of certainty.

The problem to be solved is, whether the allied armies will have the power, during a siege which may be protracted for a considerable time, to replace all the troops which the Emperor of Russia may or can send against them. For this purpose it may be seen extremely difficult to carry on the operations of the allied armies through a great part of the peninsula. The southern part of the Crimea would be the most accessible to our fleets and troops, but, however, the only portion of the country which is not so inaccessible, and which is not so difficult to reach, is the north of the peninsula, and the north of the hills along the coast are abandoned to salt marshes and swamps, and are suitable only for the breed of cattle and horses, and even a Russian army would have considerable difficulty in maintaining such a country, while all the more productive districts are held by the enemy. We are still undecided as to the nature of the particulars relating to a country which is at most as large as the island of Sicily, though the sea is so shallow, and the water so shallow, and in the foregoing remarks we have pointed out some of the general principles which must be considered in the course of this nature, and we trust that, from the magnitude on which they have now been carried out, the allied armies will be brought to a successful termination before the close of the present campaign. *London Times.*

PRODUCE MARKET.

LONDON, 7th August, 1854.
SALTER RIVER PLATE CO and CO WEDNESDAY.—The market has continued firm since our last issue, and has rather declined in price to purchase Hides of good quality at full price. Common descriptions are not in demand, and the market is rather quiet, which partially lowers prices, heavy Ox, at 58 to 62 s. lb. at 54 s. 8 s. and 6 s. lb. high

ADVERTISEMENT.

Notice to Mariners.

DEVAAR LIGHTHOUSE.

The Commissioners of Northern Lighthouses have been paid the Island of Devaar, at the Entrance to the Bay of Comahuel...

The following is a Specification of the Lighthouse, by Mr. DAVID STRICKSON, Engineer to the Commissioners.

The Lighthouse is N. 11. 55° 5' 45', and W. Long. 5° 32' 16". The Devaar Light will be known to Mariners as a REVOLVING LIGHT, which shows a bright white Light once every half minute.

And the Commissioners hereby further give notice, that the Light-house, situated on the Island of Devaar, there should be paid, in respect thereof, for every Vessel belonging to the United Kingdom...

Double the said respective Tolls for every Foreign vessel not equipped as afloat, or departing from any port or place within the Coast of England...

By Order of the Board, ALEX. CUNNINGHAM, Secy. Northern Lighthouse Office, Edinburgh, 1st June 1854.

Shipping List of FELIX BERNAL & Co., Licensed Ship Brokers.

For Montevideo, The Argentine Steam Packet "Constitution," Simon Fitzmaurice, Commander...

For Antwerp, The A. fast sailing Hamburg Brig Gustav, 184 tons. Capt. Schluter, this fine vessel being a chartered one...

For Antwerp, The A. fast sailing Hamburg Brig Gustav, 184 tons. Capt. Schluter, this fine vessel being a chartered one...

For Antwerp, The A. fast sailing Hamburg Brig Gustav, 184 tons. Capt. Schluter, this fine vessel being a chartered one...

For Antwerp, The A. fast sailing Hamburg Brig Gustav, 184 tons. Capt. Schluter, this fine vessel being a chartered one...

RECENTLY PUBLISHED. GLANCES AT TIME.

A Poem by Abraham Robinson on sale at Calle San Martin 20.

FOR SALE.

A steamer of 129 tons Burden, on Oak copper and copper fastened, with double machinery...

MAPS OF THE TERRITORY OF THE EASTERN WAR.

Three comprehensive Maps, on a large scale, one of the Black Sea, another of the Baltic Sea, and the third of the River Danube...

ON SALE.

A handsome Standard printing press, of the French manufacture, a "Columbian" style, weighing 3 cwt. by 2 ft. 3 in.

FOR LIVERPOOL DIRECT.

The fine new English clipper ship "Rosario," Hay Fitzgerald master, will sail for the above port about the 13th of August...

Encyclopedia Americana 14 vols.

Cyclopedia of practical Medicine 4 vols. Watson's Practice of Physic Wilson's Human Anatomy Churchill's Midwifery Lardner's Natural Philosophy Brewster's Optics

CONSTITUTION OF BUENOS AYRES.

An English version, in a pamphlet form, to which is appended the British Treaty of 1853, for sale at the "British Packet" Office, No. 20 Calle San Martin— Price \$5 each.

HELPS TO YOUR REMEDY HOLLOWAY'S OINTMENT.

A MOST MIRACULOUS CURE OF BAD LEGS, AFTER 43 YEARS SUFFERING.

Extract of a Letter from Mr. W. Galpin, of 70, St. Mark Lane, London, dated December 15th, 1854.

To Professor Holloway, Dear Sir— My wife (who is now 61) caught a violent cold, which settled in her legs, and after some time grew so bad, that she was nearly paralytic and greatly distressed. Her agonies were diminished by medical treatment, and I finally gave up all hope. I was then advised by a medical man to try your Pills and Ointment, and, after using it for some time, she recovered. I have seen your Advertisement, and am glad to hear that you are still in the world. I have been in the world for the last 43 years, and contact with her will present to me the most precious and delightful enjoyment of my life. I have seen the means of so greatly alleviating the sufferings of a fellow creature.

To Professor Holloway, Dear Sir— My wife had suffered from "Bad Legs" for more than six months, and during the whole of that time she was in great pain, but all to no use. Having been treated with an awful wound in her leg, she was nearly paralytic and greatly distressed. Her agonies were diminished by medical treatment, and I finally gave up all hope. I was then advised by a medical man to try your Pills and Ointment, and, after using it for some time, she recovered.

The Pills should be used originally with the Ointment in most of the complaints specified in the particulars of their use. For a list of the particulars of their use, see the particulars of their use in the particulars of their use.

THE ROAD TO HEALTH! HOLLOWAY'S PILLS.

CURE OF A DRUNKEN LIVER AND BAD DISORDER.

Copy of a Letter from Mr. R. W. Kirks, Chemist, 7, Prescott Street, Liverpool, dated 6th June, 1851.

To Professor Holloway, Sir— Your Pills and Ointment have done the most singular and salutary thing that I have ever experienced in my life. I have been suffering from a complaint of the liver, and had tried every other medicine without success.

EXTRAORDINARY CURE OF RHEUMATIC FEVER.

Copy of a Letter inserted in the Hobart Town Courier, of the 1st March, 1851, by Major G. W. Kelly.

Margaret McConigan, sixteen years of age, residing at New Town, had been suffering from a violent rheumatic fever, which had been attended by the most eminent medical men in Hobart Town, and she had been unable to get any relief.

CURE OF A PAIN AND TUMOR IN THE CHEST AND SPLEEN OF A MAN OF 67 YEARS OF AGE.

From Messrs. Thew & Son, Proprietors of the Lying-in Asylum, who can vouch for the following statement—August 2nd, 1851. Sir— I desire to bear testimony to the good effects of your Pills. My wife, who is now 67 years of age, had been suffering from a violent rheumatic fever, which had been attended by the most eminent medical men in Hobart Town, and she had been unable to get any relief.

These celebrated Pills are wonderfully efficacious in the following Complaints.

Ague and Intermission Indigestion Asthma Jaundice Rheumatism of the Joints

Spasms of the Face and Head Stomach and Bowel Complaints Sciatica Dropsy Hemiplegia

Female Irregularities Venereal Affections Head-ache Gout Pleurisy

Sold at the Establishment of Professor Holloway, 524, Strand, near Temple Bar, London, and by all the principal Dispensaries and Apothecaries throughout the British Empire; also wholesale and retail by Messrs. Thew & Son, 14, Mark Lane, London; EASTMAN & Co., No. 7, Coleridge Street, London; and by all the Dispensaries and Apothecaries in every part of the United Kingdom.

Cure for the Foot Rot in Sheep.

It is also found an excellent remedy to cure the most dangerous and contagious foot-rot which is now so prevalent among the sheep of the British Empire, and is a most valuable discovery. It is sold by Messrs. Thew & Son, 14, Mark Lane, London; EASTMAN & Co., No. 7, Coleridge Street, London; and by all the Dispensaries and Apothecaries in every part of the United Kingdom.

Notice. SEED WHEAT.

For sale a lot of very superior English Seed Wheat, at the price of £1 per bushel. It is sold by Messrs. Thew & Son, 14, Mark Lane, London; EASTMAN & Co., No. 7, Coleridge Street, London; and by all the Dispensaries and Apothecaries in every part of the United Kingdom.

GEORGE WOODLEY J. TIMSHACK & Co.

No. 166, City of Buenos Ayres. The undersigned has the honor to inform his Friends and the public in general, that he has opened a new establishment in the above street, where he hopes to meet the demands of his Friends and the public in general.

To LET, Two or Three rooms to the Street Furnished or unfurnished at No. 19 Calle de Corrientes. Aug. 19 54.

MERCHANT VESSELS from Sea in the Port of Buenos Ayres on the 23th inst.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for various vessels from 1st August to 14th August.

DEPARTURES.

Table with columns: Date of Departure, Name, Captain, Consignment. Lists departure dates for various vessels from 1st August to 14th August.

AMERICAN.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for American vessels from 1st August to 14th August.

FRENCH.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for French vessels from 1st August to 14th August.

SPANISH.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Spanish vessels from 1st August to 14th August.

SARDINIAN.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Sardinian vessels from 1st August to 14th August.

PANISH.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Panish vessels from 1st August to 14th August.

HAMBURG.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Hamburg vessels from 1st August to 14th August.

BERNESE.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Bernese vessels from 1st August to 14th August.

RUSSIAN.

Table with columns: Date of Arrival, Name, Captain, Consignment. Lists arrival dates for Russian vessels from 1st August to 14th August.