

BRITISH PACKET

AND ARGENTINE NEWS.

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(No. 1506.)

BUENOS AYRES, SATURDAY, SEPTEMBER 1, 1855.

(Established in 1826.)

BUENOS AYRES.

Monthly Retrospect.

With the lengthening days of spring, and the necessity of some provision for the ensuing season, our market for dry goods has made a considerable improvement during the past month, compared with several of its immediate predecessors. There has been some demand for the Interior Provinces; nothing approaching a fair average; nothing proportionate to existing stocks; but something to be thankful for after the doleful experience of the past months.

As ever happens with an overstocked market, prices keep low; and, as the competition is confined to the sellers, they have in the present instance fallen below fair remunerating rates.

The local demand has been indifferent, and met principally by oldish stocks, forced off at public auction; an exceptional mode of business, rarely resorted to except in extreme cases, to relieve a glut or wind up a hopeless concern on the one hand, or to concentrate and give full scope to the zeal of purchasers when the supply happens to be limited on the other. Latterly, and for a considerable time back, say the last two years, nearly all our public auctions, in the department under consideration, have originated in the former of these motives, aggravated by heavy sales on account of underwriters, and, what is worse still, occasional sales of bankrupt stock.

Fortunately the importations have continued very moderate, and the partial movement enables dealers to meet their liabilities with greater punctuality. In this respect we are happy to announce a decided improvement during the month under review. Altogether, there is a better feeling as regards the present, and of course brighter anticipations for the future; in other words, confidence begins to resume its sway; and we know from oft repeated experience how soon enterprise and activity follow in its train.

This result is the more satisfactory, and to parties at a distance, who have not had an opportunity of witnessing the extreme elasticity and buoyancy of young communities, may appear surprising, when we bear in mind the political oscillations that marked the period referred to. We had hardly recovered from the abortive attempt at revolution, that kept the capital in a quasi state of siege during the first days of July, when our consternation was renewed on the 11th ult., by grave precautions against another apprehended emeute, and by yet another, still fainter and more indistinct, on the night of the 23d.

It might be supposed that this revolutionary incubus, this chronic state of insecurity and excitement, would banish all confidence and paralyze all business; but such is not the case. The public works continued as usual; the money market, reckoned a sensitive political barometer, hardly suffered any perturbation, and real business, as we have seen, not only kept its ground, but recovered new strength and activity. It reminds us of the story of the old woman and the eels. Reprehended for her cruelty in skinning them alive, she indignantly defended herself by alledging "that they were accustomed to it; for that she had been in the habit of doing it for the last twenty years." There is something analogous in the two processes; and those who have been fleeced oftener than once by the revolutionary mania, perhaps become insensible to the apparent pain of the operation.

Amount of Produce shipped from the Port of Buenos Ayres from 1st to 30th August, 1855.

	GREAT BRITAIN.	FRANCE.	GERMANY HOLLAND & BELGIUM.	ITALY.	SPAIN.	HAVANA.	UNITED STATES.	BRAZIL.	BOGOTON.	TOTAL OF August.	TOTAL of January to July.	GRAND TOTAL.
Number of vessels	5	7	1	1	1	4	6	3		21	262	284
Tonnage	1090	784	227	285		453	1699	608		5131	61919	67050
ARTICLES.												
Beef, jerked quantities						4231		4785		8616	1861964	1948124
" preserved casks		60		19						79	826	905
Boards	34000		9662							33633	2026400	2060033
Do. boards	38									38	65	103
Do. boards, pine	93									93	3855	3938
Feathers, baldpate							4			4	155	189
Guano, lbs											191	1091
Linar, lbs	111	44					45			200	1739	1839
Do. serones and bags	2	109					4			115	788	1077
Hide cutting, hides			30							30	158	1214
Hides, ox & cow, salted	3166	6162	2392				8911			22641	234546	317087
Do. do dry		3299	560	803			52515	41		53922	469088	532410
Do. horse do						35	70			105	1594	1849
Manes, French, pipes										870	5256	7356
Horns, ox and cow	1770	10000	13000				29667			34497	85367	908292
Hoofs, tons		9	6							15	1664	1812
Skins cat, bats											96	96
" dozens											42	42
Do. deer, bars											28	28
" dozens											2	2
Do. goat, bales		4					13			17	220	237
" dozens											954	954
Do. nutria, bales	19									19	91	110
Do. do dozens											1060	1060
Do. sheep bales	106	273								379	2969	3348
" dozens											704	704
Do. snuk cat/bales											77	77
Do. do dozens											839	839
Manes, French, pipes	32	60						87		169	977	1146
Do. do boxes											41	41
Tallow, pipes							54			54	8734	8788
Do. boxes						963		10		973	3523	4496
Toacco, boxes and serones	278									2978	6308	8286
Wool, bats	293	369	546	438			759			2305	211574	234642
Do. serons and legs											605	693

Be that as it may, we hold this stoicism to be the only sound philosophy in these young countries, where change and turmoil are constantly at a premium. "Excess of prudence into folly turns;" therefore, shut your eyes and go ahead; and it will be found in the long run, that the balance of chances are in your favor. With our varying currency, and the other "ills that flesh is heir to," observation is superfluous, and the art of calculation, not merely obsolete, but ridiculous.

ARTICLES OF DAILY CONSUMPTION.—The arrivals, both from the Mediterranean and the United States have been both frequent and heavy. The counter combinations between importers on the one hand, and wholesale dealers on the other, led to a sort of artificial or temporary stagnation; and as the importers were the first to give way, the presumption is, that the stock in first hands is rather abundant. Notwithstanding, the high prices that have so long ruled in this department are generally maintained, and apparently still heavier stocks will be required to bring any appreciable relief to the consumer. Buenos Ayres must still be classed as a young State, with unexplored and inexhaustible resources, but so far as the necessities of subsistence are concerned, it has long ceased to be the cheap and abundant country, that its scanty population and exuberant soil, might lead parties at a distance to expect. We are satisfied that Buenos Ayres has lately imported more of the necessities of life in proportion to her actual population, than any other country on the face of the Globe; and there is good reason to believe that it has been, is, and may possibly continue to be, a lucrative career to the parties concerned. The best proof of this, is, that vessels continue to pour in, with very indifferent prospects of obtaining a return cargo. In what form the remittances are made, it would puzzle the uninitiated to say; but the fact is, that we import vast quantities and at exorbitant prices, not only from Europe and the United States, but from Brazil, Paraguay, and some of the sister provinces of the Confederation; and with the exception of jerked beef, and occasionally a little tallow to Brazils, the latter

hardly receive any of our export products.

It is true that many of the articles imported, after a temporary stay in our deposit stores, pass in transit to the Interior Provinces, Paraguay and Bolivia; but, after making every allowance, the positive consumption in this State alone is enormous; and the mode of effecting the indispensable remittances remains in the mean time an enigma.

To illustrate the change that has taken place, we may select an article, of immense importance, from being in daily and hourly demand, in town and country. Parnaguay yerba, which formerly ranged from 16s to 20s the arroba, is now worth about 80s; and so of numberless other articles, that custom has constituted of primary necessity. We are not aware that any diminution has taken place in the consumption; consequently, the value imported and to be remitted for, is really formidable.

EXPORT PRODUCE.—The Saladeros are doing next to nothing; and in consequence of the bad roads, there has been for the last two months, a sort of interdict on our communication with the country districts. With the exception of horse hides and jerked beef, the stocks on hand, ready for exportation, may be estimated at zero.

In all the current month, some parcels may be expected from different points of the State, but in small quantities, compared with what we were accustomed to in former years. From the enhanced value of both cattle and sheep, they are now carefully preserved, and the number slaughtered may be in the proportion of one to ten. In virtue of this new economy, the supplies to be expected must be very limited.

As to the amount of business that may be done in the Saladeros during the ensuing season, opinions differ widely. At present we have every prospect of a fine season, and cattle in prime condition; but unless prices of export produce range extravagantly high, the probability is, that the proprietors will exact prices for their stock, that leave little or no margin for the Saladeristas. With any moderate prospect of stability and security, we incline to the opinion that the forthcoming supplies must fall far short of a fair average, say of the last five

years. It is understood that an expedition will very shortly be undertaken against the Indians; and should it be so far successful as to inspire some confidence as to the future security of the frontier, there is hardly a doubt that the value of breeding stock will rise higher still than at present; curtailing the available supplies for the Saladeros, and enhancing the value of what may remain for exportation.

Of the quantities forwarded during the month, a large proportion is in transit from the Interior Provinces and Paraguay. As to their future prospects, we are not in a position to offer a decided opinion; but some of them, Entre Rios for example, has been exporting freely for a considerable time back, and we doubt whether there can be a sufficient stock to justify or support much longer this extended scale of operations.

Respecting the situation of the other Provinces, we are still more ignorant, but we daily hear complaints of the want of means of transport for manufactured goods from the Rosario to Tucuman, Salta, and other points; which renders it probable that some stocks may have accumulated, that are destined to be lost to their owners; and to the world at large, for the reason just assigned.

Such is the tale we have to tell, at the very moment when these Provinces should have been reaping a large share of the few benefits that have yet resulted from the war with Russia. Had the sums spent in fratricidal wars during the last forty-five years been devoted to the construction of rail roads, it might have been otherwise; and if the past and the present serve as a beacon and lesson for the future, it will still be something.

SOCIAL AND POLITICAL ASPECT.—It is here we meet with contraries; some things that beckon forward with undaunted step, and others that as imperatively command us to pause and consider. When we reflect on the nascent spirit of enterprise, and witness the palpable results that spring up around us, hope predominates; and we are ready to augur an onward progress, that no obstacles can sensibly delay, and no resistance ultimately withstand; and making due allowance for the sinuities in our path, impressed apparently by the hand

of erring man, though doubtless foreseen and provided for in the unerring counsels of a merciful Providence, we do believe it is to this pass we must come at last."

Without enumerating the private buildings in course of erection, in the city and suburbs, and there are many such, and some of them notable for their extent and magnificence; it would be easy to draw a seductive picture of the rapid transformation taking place before and around us.

According to the published report of the Engineer of the Railroad, the first twelve miles of the line may be in operation by the first of the ensuing October. The facilities for construction are found to be unprecedented; and we may say there is a certainty of its prolongation to the village of Mercedes, with a junction line to the Conchas or San Fernando; giving it at least four times its original dimensions.

The Gas Works are carried forward with spirit and energy, and the success of the enterprise is still less problematical than that of the railroad.

The new Mole already penetrates some three hundred yards into the river; a mute but significant invitation to the commerce and immigration, so much desired, and so urgently needed.

The Custom-House advances as rapidly as the scarcity of materials will allow; and when completed will cast all its American rivals into the shade.

The same remarks apply to the new Theatre, which promises to be completed in a much shorter time than that allotted by the undertakers themselves. It shows, among other things, that public commissions cannot compete with the vigilance, prevision and energy of private enterprise.

Nor is the march of improvement confined to the capital. Experiments of a highly interesting character, are being successfully made in several of our country districts. We are about to have a greatly improved breed of sheep by the introduction of the Rambouillet ram, so celebrated in France, both for size and the quantity of wool. A superb English bull is effecting a similar transformation in our breed of horned cattle; and if the progeny of "Bonnie Dundee" retain the dimensions and qualities of their magnificent sire, we may challenge the world for a breed of draught horses. So much for live stock, on which the principle wealth of the State still depends.

And though yet in their corporate infancy, our agricultural friends are neither asleep nor stationary. We can now boast of sowing machines, reaping machines, threshing machines, mowing machines, and nearly all the other implements of most recent invention and approved construction. With these appliances, we are destined to see a great economic revolution in the culture of the soil, and besides, the only field opened up where a numerous foreign immigration can possibly vegetate or subsist.

We may also note, that the influence of foreign immigration, despite the little direct encouragement held out to it, is one of the most hopeful symptoms of our case.

Now, all these taken together, might justify us in anticipating and predicting something cheering and auspicious; but the medal has its reverse, and we almost shrink from the unwelcome task of examining it.

Since the return of the Minister of War from the Southern frontier, in the month of May, we have had two partial but successful inroads of the Indians. In two months we have had three alarms of apprehended revolts or invasions in the Capital. In the forces stationed on the Southern frontier there has been some desertion; in the garrison of Martin Garcia, an open and aggravated revolt. The Minister that was hunted from his post by one party, has been coolly returned as a member of the Senate, by what we are bound to suppose another party. The programme of Dr. Alsina, intended as a first step towards a cordial reconciliation with the Sister Provinces, has been commented by the official organ at the Parana, in a spirit and style far from conciliatory.

All these, and others we omit to mention, indicate a want of concert and union; nay, a rankling jealousy, that may lead to what we shudder to name.

Nor is our confidence in any degree reassured when we turn to what may proper-

ly be called our foreign relations; on the contrary, we see much in the situation both of the Oriental Republic and that of Paraguay, to complicate existing difficulties, and enhance the present and future dangers, that lower ominously in our political horizon.

According to all accounts, the situation in Montevideo has become so extreme and violent, that immediate and decided steps are indispensable. The only alternatives apparently are, an undisguised protectorate, or a desolating civil war; and in either case we have grave inconveniences to apprehend, that we need not at present stop to enumerate.

In the event of a rupture between the Empire and Paraguay, we foresee a train of difficulties still more imminent; as the Minister of Foreign Relations pertinently remarked in the programme above referred to. The right of foreign vessels of war to navigate the Parana, must be discussed and decided; and there is reason to fear that the views of the President of the Confederation do not exactly coincide with those of our Government, on this knotty and vital question.

We have thus given a plain and unvarnished statement, of what we consider may affect foreign commercial relations; and it remains for each to draw his own inferences as his views and interests may suggest.

Parliamentary Intelligence.

We have reached the flag end of the session. Only a month of the constitutional term remains; and as this, including the month of prorogation, will be barely sufficient for the consideration and sanction of the budget, we have little more to expect as regards measures of real importance.

It must be confessed that the session has been comparatively barren in results. The only measure sanctioned of some magnitude and importance, is the law of military pensions. The defence of the frontiers, the organization of the rural districts, the disposal of the public lands, the regulation of the currency, the liquidation of the public debt, the judicial reforms suggested by the Supreme Court, the law of the press, and many others, are now evidently destined to be shelved. When we compare the relative importance of these with that of those actually sanctioned, we are driven to the conclusion, that in matters of legislation, the precedence is uniformly given to the least important.

WAYS AND MEANS.—On the evening of the 28th ult., the two Chambers met in General Assembly, and resolved themselves into a Committee of the Whole House for a preliminary consideration of the budget.

It appears that the estimated expenditure exceeds the income, by the round sum of seven millions; the former amounting to sixty-seven, the latter only to sixty million current dollars.

The interest of the debate will hinge on the mode of covering the announced deficit. Deputy Peña, and the financiers of the old school, appear disposed to advocate rigid economy; their opponents in this case, including, we presume, the Ministers, may probably suggest the expedient of Exchequer Bills, or some other form of credit.

Among the items of outlay, that of thirty-one millions for the War Department, sounds the most formidable. With such an assignation, the estancieros on the frontier have a right to expect that their persons and property will be duly protected.

The income from the Custom-House is set down at 40 millions, which some competent judges reckon much under the mark. To save unnecessary trouble, it might be well to ascertain whether the alleged deficit be real or imaginary.

In the scale of imposts, it is proposed to raise the property tax from 2 to 3 per mil. To this change we find no valid objection, if positively required to eke out the resources. But we find a similar change, that is, an advance of fifty per cent., in the export duties of certain articles; and a reduction of some 20 per cent. in the import duty on silks.

In this, we think, there are two fundamental errors. What we want above all things, is export products; and if some taxes are required on them for the sake of revenue, they should be kept as low as possible. Silks on the contrary, are articles of

luxury, and would be imported and consumed in nearly the same proportion, whether the import duty on them be 10, 12, or 15 per cent. To make up any shortcoming, we would therefore prefer a 15 per cent. import duty on silks, and that the export duties in question should remain as they are, if it be found impracticable to lower or abolish them. This point merits a more thorough discussion than we can at present afford to give it.

PROJECTS OF IMMIGRATION.—We feel bitter disappointment at the turn given to this subject, during its discussion in the Senate. It is only by agricultural colonies that the lands on the banks of the rivers Colorado and Negro can be promptly and efficiently settled. As we have remarked on other occasions, it is the property of the soil that must call out or create the prospective value of the land. Without the first, the second can have no existence.

Now there is one class to which the project should be made specially acceptable and inviting; a class of small capitalists, who after defraying the necessary expenses of outfit and transport would have a disposable reserve of from £500 to £1000. These are generally persons of character, intelligence and enterprise, whose acquisition would be a solid acquisition and permanent blessing to the country; and in due course would become the most active, skillful and successful promoters of future colonizations.

To appeal to the cupidity of this class, we consider one fourth of a square league, or 1600 English acres, the smallest dimensions of the farm or grant that should be proposed, unfettered by any condition except that of an effective occupancy. This is the sole tenure of property, and can only be invalidated by a voluntary abandonment for a stipulated period.

So long as he complies with this single condition, he is absolute lord and master of his own property. He may retain the whole under his own management, or occupy a part, and sublet the rest, if he can find a tenant or tenants to his satisfaction. He may crop the whole, plant the whole, or keep the whole as a park or pleasure ground, as his honour or interest may dictate. There must be no interference with his freedom of action. The probability is, that he will cultivate the parts that appear to him best adapted for the purpose; that he will form plantations where he wants shelter, or thinks he can produce ornamental effect; and that he will rear poultry and pigs, and breed sheep and cattle on the remainder, in proportions that no theoretic calculations can anticipate or define, and that would only hamper and embarrass him in practice. It is quite possible that no two farms will be found laid out in precisely the same way; but that matters little, so long as both are occupied and rendered productive.

"Give me a fulcrum, said Archimedes, and I will raise the world with my lever." Give us the requisite lands, on simple and equitable terms, and we will form the nucleus of a self acting and self supporting immigration; but without this indispensable fulcrum we can promise no result.

But here begins the history of our ill-timed economy, and short-sighted prevision. In his original draft, Senator Calvo reduced our quarter of a square league, to one square mile; say 700 acres, or less than half of our *minimum*. Shocked at his extravagance, the Committee of Finance in its turn cut down the precious grant to 160 acres. And, in the overflowing of their patriotic zeal, some Hon. Members in the discussion, proposed half the latter quantity, or 80 acres as the maximum!!!

Why this burlesque, and idle waste of words and time? Better say at once we want no immigration. Eighty acres at the Convalencia or the Baracca Bridge might be something; or at Bahia Blanca or Patagones, and looked at from the opposite side of the Atlantic, it is nothing, and less than nothing.

On liberal and equitable terms, there are capitalists in our resident foreign community, that would drive Calfuera and his starving Indians across the Colorado & colonize its north bank, from the Atlantic to the Andes; but our Ministers and Legislators may rest assured that they will light their cigars with the law of immigration now under con-

sideration, sooner than embark a dollar in so niggardly and profitless a scheme.

MUSICAL ENTERTAINMENT.—We had not the pleasure of being present at the concert on Monday evening, but all the accounts we have heard, are unanimous and glowing in its praise. Mr. Stanfield and his amateur allies received a public ovation, of fervid plaudits and rapturous encores; that reached their climax in the case of the "Tricolor."

This is the more gratifying in view of the opera mania, so long and exclusive enthroned among us, and we trust arrangements will be made for the occasional repetition of such entertainments. It may seem homely fare compared with more richly condimented dishes; but like the roast beef and plum pudding of his early associations, it smacks racy to the unsophisticated palate. Besides, it is a tribute due to the Anglo-Porteno youth, that spring up in such rank luxuriance, and who should all learn to sing "God save the Queen," in concert with their parents.

MARINE LIST.

Port of Buenos Ayres.

ARRIVALS.

August 24th.

Paca, Spanish polacre, 234 tons, F. Orta, from Montevideo, 23d inst., to E. Ochoa, & Co. in ballast.

Salvador, Spanish polacre, 182 tons, F. Resach, from Barcelona 14th May, Malaga, 4th June, Montevideo, 22d inst., to E. Ochoa & Co., with 125 pipes and 12 half do wine, 3 trunks shoes, 3 do leathers, 400 quarter casks dry wine, 1 box books, 98 packages tiles, 66 Larrels sweet red pepper, 54 barrels wheat, 70 packages merchandise, 100 quarter casks and 500 jars oil.

Romano, Oriental brigantine, 126 tons, D. Maccio, from Montevideo, 23d inst., to E. D. Risco, with 2 boxes paper, 1 do books, 2 do silks, 200 bags rice, 708 tercios yerba, 70 barrels, 642 boxes, 29 pipes and 20 quarter do red wine, 42 do dry wine, 11 pipes and 2 barrels agu-riente.

Cartagenera, Spanish war schooner, from Montevideo.

August 25th.

Buenos Ayres, British steamer, V. Centre, from Paraguay, 1st, Corrientes, 4th, Parana, 21st, Rosario, 23d inst., with 221 tanned hides, 20 serons hair, 9 packages cigars, 637 serons, 17 bales and 56 boxes tobacco, 2320 dry ox and cow hides.

Antonio, National pilot boat, 190 tons, J. Avenenti, from Montevideo, 24th inst., to Bernal & Carrega, with 74 bags farina, 134 do beans, 632 do bird 1 barrels rice, 1 do sugar, 1 do grease, 337 cedar planks, 4 bales stock fish, 27 boxes wax, 3 do glass, 1008 tercios yerba, 570 demijohns gin, 204 bags wheat, 2 barrels eggs, 25 dozen brooms, 1 cart, 3 boxes merchandise.

Union, Danish brigantine, 130 tons, J. Jorgense, from Hamburg, 21st May, Montevideo, 24th inst., to Rosenthal, Gayen & Co., with 200 flag stones, 14 boxes cologne water, 2 pianofortes, 37 boxes and 4 casks wine, 15 casks zinc, 109 demijohns spirits, 40 planks, 5 lasts coal, 20 packages baskets, 1 cask flour, 60 packages hardware, 14 boxes furniture, 26 do guitars, 8 do glass, 48 do and 1 bale merchandise.

August 27th.

Tacuari, Paraguay war steamer, from up the river.

Yerba, American steamer, from up the river.

August 28th.

Menai, British steamer, J. B. Schiaffino from Montevideo, 27th inst., with 1 half barrel flour, 39 boxes tobacco, 71 do, 7 bales, 11 casks and 1 packages merchandise, passengers, 65.

Silurian, British brig, 306 tons, G. Andrews, from Glasgow, 4th May, Montevideo, 25th inst., to Rennie, Tweedie & Co., with 190 tons coal, 4 casks whiskey, 65 crates earthenware, 20 bottles vitriol, 22 casks soda ash, 21 packages furniture, 12 do wearing apparel, 1 cart, 2 packages, 197 barrels, 37 boxes and 36 bales merchandise.

Palma Africana, Sardinian zamaca, 58 tons, A. Campodonico, from Montevideo, 27th, to order, in ballast, passengers, 7.

SAILINGS.

August 24th.

Menai, British steamer for Montevideo.

August 25th.

Kate & Alice, American barque, for New York, dispatched by J. Barth, with 6149 dry ox and cow hides, 721 salted do, 300 bales wool, 4 do hide cuttings, 18 do hair, 81 seroons do, 17 bales rags, 4 do feathers, 5495 horns.

Pedro II, Brazilian brig, for Brazil, dispatched by J. C. Meyrelles, in ballast.

August 26th.

Don Quichotte, French ship, for Havre, dispatched by Llavallol & Sons, with 10,000 horns, 3777 salted ox and cow hides, 9,399 dry do do, 2981 salted horse do, 3 1/2 pipes wine, 10 bales sheep skins, 44 do hair, 4 do goat skins, 50 pipes mares' grease, 60 barrels salted beef, 193 bales wool, 84 boxes preserves, 6 seroons hair.

Sharpshooter, H. B. M.'s steamer, for Montevideo.

August 27th.

Favourite, British brig, for Liverpool, dispatched by R. & J. Carlisle, with 271 salted ox and cow hides, 712 do horse do, 508 seroons and 34 boxes tobacco, 17 bales sheep skins, 167 do wool, 43 do and 3 bags hair, 8 tons bones.

General Pinto, National war steamer, for Montevideo.

August 28th.

Yerba, American steamer, for the Tigre, Cartagena, Spanish war schooner, for Montevideo.

August 29th.

Amable Rosa, Spanish barque, for Brazil and Havana, dispatched by E. Ochoa & Co., with 4231 quintals jerked beef, 35 dry horse hides.

O. J. Hayes, American barque, for New York, dispatched by J. Eastman & Co., with 59 bales wool, 12 do and 6 seroons hair, 8000 horns, 20,542 dry ox and cow hides.

Menai, British steamer, for Montevideo.

August 30th.

Imperial Maruhers, Brazilian sloop-of-war, for Montevideo.

Oceanus, American barque, for Boston, dispatched by Zimmermann & Co., with 4024 dry ox and cow hides, 890 salted do, 5000 horns, 324 bales wool, 15 do and 9 seroons hair.

Dhotea, Spanish polacre, for Havana, dispatched by E. Ochoa & Co., with 963 boxes tallow.

EXPORTS.—AUGUST 31st.

Table listing export goods and prices. Columns include item description (e.g., Bull, ox & cow hides, Dry Matadero, Hides for Spain, etc.), quantity, and price per unit.

EXCHANGE.—August 31.

Table of exchange rates for various locations including S. Amos, Buenos Aires, and others.

PETER MARTIN, Wholesale and Retail Saddler and Harness Maker.

Calle Defensa, No. 225.

Begs leave to inform his friends and customers, as also the public in general, that he has lately received a new and splendid assortment of Saddlery, Harness and Cart Gearing from England, consisting of the following articles, viz:—

FIRST—Ladies and gentlemen's Saddles of the first class, plain and quilted, of the most approved style and fashion, with hag-skin and elastic seat saddles.

SECOND—Harness of superior quality and durability, for Gigs, Tandems and Coaches, (with gilt and plated furniture) of patent leather of a very superior class.

THIRD—A splendid assortment of round and flat reins of brown and patent leather, with fancy fringes and roses, plated no. bands, and tasseled throatbands.

FOURTH—An elegant assortment of bridle bits and horsebits, small-s, pelham's, and steel bits of a native shape with small bosses. Plated and steel spurs of all sizes with appropriate straps, patent leather leg-gins for preserving the pantaloons in riding hunting, or shooting.

FIFTH—Ladies' and gentlemen's switch and hammer handle whips, both silver and electroplated, with malacca cane handles of the very best quality.

SIXTH—Double barreled guns for sportsmen, with powder flasks, shot belts and game bags.

ALSO, a vast rate assortment of suitable and necessary stable utensils, consisting of horse rugs, head stalls, horse clothing in suits, gloves, water and whalebone brushes, sponge brushes, trimming scissors and combs, singeing lamps, top boot brushes, hoof pickers and flams.

ALSO, cart and plough harness, with harness, chains, &c. &c.

N. B. All orders carefully executed and attended to for any of the above articles and at very moderate prices. sept-1-6m

NOTICE.

The undersigned in returning thanks to their friends and the public of Buenos Ayres, for the liberal support with which they have been favored, most respectfully inform them that they have sold to Mr.

CHARLES T. HICKS,

the furniture, fixtures and good will of the Hotel de l'Europe, situated in the Calle 25 de Mayo, No. 53, and would solicit a continuance for their successor.

In consequence of Mr. T. Rosenberg's return to Europe, the copartnership carried on in this city and the firm of Deacon & Rosenberg, has been dissolved by mutual consent, Mr. J. Deacon being charged with the liquidation of the affairs of the late firm. All persons having claims against the said firm of Deacon & Rosenberg, are solicited to call at the Hotel de l'Europe, on Monday the 3d, Tuesday the 4th, and Wednesday the 5th of this month, to receive payment. Later claims cannot be admitted.

JAMES DEACON.

Buenos Ayres, Sept 1, 1855—3t

EUROPEAN HOTEL.

53, Calle Mayo.

The undersigned having taken the European Hotel No. 53 Calle Mayo begs to apprise the public and his friends of Buenos Ayres that he is determined to conduct the business of the above establishment in a manner that he trusts will give perfect and general satisfaction.

His care shall ever be to provide articles of the best quality. Breakfast from 7 to noon. Dinner from 3 to 7. A superior Billiard and Card tables. Beds & c.

Chas. T. Hicks.

NOTICE.

The Copartnership which has existed under the firm of Blackway, MacCall & Co., in this place, is this day dissolved by mutual consent of the undersigned.

Mr. John Thomas Blackway is authorised to receive all debts due to, and will pay all debts due by the said firm.

J. T. BLAKEWAY, JAMES MACCOLL.

Buenos Ayres, Aug. 27th, 1855.

Mr. John T. Blackway begs to inform his friends, that he will continue the business carried on by the late firm, under that of J. T. Blackway & Co., in this City, and hopes for a continuance of their favors. Buenos Ayres, Aug. 27th, 1855—3t

SHIPPING LIST

Henry A. Green, Ship Broker.

FOR LONDON.

British bark Melody, 250 tons, Beard Master, may have room for a few bales, and will have immediate despatch.

Consignees Messrs. Hughes Brothers. a25

FOR LONDON.

Norwegian bark Celeritas, 240 tons, P. Stern Master, now loading, and has upward of half cargo engaged.

Consignee A Van Paet Esq. 418

FOR LIVERPOOL.

Dutch bark Vryhandel, 235 tons, Levison Master, is a chartered vessel and has good accommodation for passengers.

Consignees Messrs. B. Bonefield & Co. j28

FOR LIVERPOOL.

British brig Lady Bannerman, 247 tons Knowles master, has disengaged room for a few tons of salted hides and light freight

Consignees Messrs A. & S. Santamaria. j28

FOR LIVERPOOL.

Hamburg brig Heimath, 235 tons, A. Day Master, is now loading, and has half cargo engaged, this vessel is British built and a first rate conveyance.

Consignee J. C. Meyrelles Esq. a4

FOR LIVERPOOL.

British Bark John Rison, 360 tons, A. Tiffin Master, a well known regular trader is now loading, and has about half cargo engaged, will have quick despatch.

Consignees Messrs. G. Bell and Co. a25

FOR ANTWERP.

Argentine bark Don Carlos, 300 tons, Bartels Master, well known in the trade will sail in the course of a few days, and may have room for 15 or 20 bales.

Consignees, Messrs. B. Bonefield & Co. a25

FOR ANTWERP.

Danish schooner Elu, 180 tons, E. von Appen Master, has only disengaged room for about 1000 dry hides, or the equivalent in bales.

Consignees Messrs. E. Schoeder & Co. a25

FOR NEW YORK.

American bark O. J. Hayes, 413 tons, A. Silverick Master, is a regular trader, and having her entire cargo engaged, will have quick despatch. Has most superior accommodations for passengers.

Consignees Messrs. J. Eastman & Co. a11

FOR NEW YORK.

The fine well known American ship Margaret Eliza, 548 tons, Upton Master, will sail without fail on the 20th proximo, has room for a few dry hides and bales, and has splendid accommodation for passengers to whom the best treatment will be guaranteed.

Consignees, Messrs. Freyer Brothers. a25

FOR BOSTON.

American bark Oceanus, 240 tons, T. Moore Master, is a well known trader, and has disengaged room for about 50 bales.

Consignees Messrs. Zimmermann & Co. a4

FOR FREIGHT OR CHARTER.

British bark Emerg, 221 tons, Hannah Master.

Consignees Messrs. E. Lumb & Co. a18

FOR PASSENGERS ONLY.

Vessels calling in the "CHANNEL" for Orders.

FOR FREIGHT OR CHARTER.

British brig Perimade, 251 tons, Tyson Master.

Consignees Messrs. Dickson & Co. a4

British brig Lady Mona, 202 tons, at Legg master.

Consignees Messrs. T. Duguid & Co. a25

Hamburg schooner Helene, 120 tons, A. Marxen master.

Consignees Messrs J. N. Bieber & Co. a25

For Further particulars respecting the above mentioned vessels, please apply to their respective consignees; or to

HENRY A. GREEN, No. 51, Calle Reconquista

FOR SALE.

Burton Ale and London Porter, on draft, in kilderkins and hogheads. Bryan's pale ale and Barclay's brown stout in bottles.

Tennant's pale ale and London porter in pint bottles. English bonded brandy, dark and pale of various brands. Sherry wine in quarter casks and octaves.

N. B. The above are especially suited to families being of the best quality, and may be had in any quantity at the store of THOMAS NUTTALL & Co., No. 80, Calle Mayo. sept-1-4t

BOOTS AND SHOES.

The undersigned begs leave to inform his customers and the public, that he has received from England by the brig Energy, a complete assortment of the above mentioned articles, manufactured expressly by his own order, and warranted to be of the best materials and workmanship.

Prices moderate, call and examine, corner of Calle Reconquista and Piedad. J. MERIT PARKER. sept-1-3t

WANTED.

Two competent driving Engineers for American high pressure engines. None will be received without good recommendations, and their professional capacity must be proved on trial to the satisfaction of the Chief Engineer of the U. S. & S. A. Navigation Company.

Also for sale at the Tigre, two high pressure boilers nearly new, good for Saladero use. For further particulars apply to Henry Dowse, Steamboat Office, Calle Morced, No. 17. sept-1-

Just Received, port and sherry wine in quarter casks and boxes, brandy in quarter casks of superior quality, for sale at moderate prices at No. 20, Calle Defensa. sept-1-3t

FOR SALE.

A large and well made cooking stove, with two chimneys, so as to cook either on top of the plate, or by sending fire below in the stove grate. For particulars apply at No. 42, Calle Cuyo. sept-1-t

WANTED.—At Calle Reconquista No. 176, English, Irish or Scotch Mediums, ros, to take charge of sheep. sept-1-3t

Illustrated London News.—A few copies bound in half yearly volumes for the years 1852, 1853 and 1854, at G. & H. Mackenzie, No. 20, Calle San Martin. sept-1-3t

TO LET.

Three rooms, consisting of a sala with boarded floors to street, a large dining room in the first patio, with a smaller room adjoining. Apply at No. 170, Calle Esmeralda. sept-1-2t

SHIPPING LIST

H. Leizaola & Sagoroy.

For Havre. Line of Packet Ships. FOR CETTE.

The at first class Sardinian brig Sr. Juan Bautista, Costa Master, is a chartered vessel, and will be ready by the end of August. She is a good opportunity for passengers.

Consignees Messrs. Machain & Co. a11

FOR BORDEAUX. The fast sailing at French screw steamer Argentina, Beyer's Master, will sail for Bordeaux on the 25th September next.—This vessel fitted up for passengers is a first rate opportunity offering all the desirable comforts.

Consignees Messrs. Lopez & Co. a11

FOR HAVRE.

The at French ship Don Quichotte, Fontaine Master, has all her cargo engaged and shipping. She is a very desirable opportunity for passengers having beautiful accommodations.

Consignees Messrs Llavallol & Sons, j2

FOR HAVRE.

The fast sailing Hamburg brig Borsig, Edlar Master, will be despatched in all this month. She can accommodate yet a few Cabin passengers.

FOR HAVRE.

The at splendid French ship Marguerite, Morin Master, has all her cargo engaged and will be ready to receive in a few days. Has beautiful accommodation for passengers.

Consignee Mr. A. Dumoyet. j14

FOR MARSEILLES AND CETTE.

The at well known Spanish bark, Joven Mariano, Segui Master, is now loading and will meet with quick despatch. Can admit a few bales on freight, and passengers. j14

FOR HAVRE.

The at fast sailing French ship Don Quichotte, Fontaine Master, has all her cargo engaged and will be ready to receive in a few days, has beautiful accommodations for passengers.

Consignees Messrs. J. Llavallol & Sons, j38

FOR RIO JANEIRO.

The at Spanish polacre Teresina, Maristany master, having two thirds of her cargo engaged, will meet with a quick despatch.

Consignees Messrs. Zumaran & Co. a25

FOR ANTWERP.

The fast sailing at Hamburg brig Courrier, Colbar master, is a chartered vessel.—Has good accommodations for passengers. Consignees Messrs. Eym & Co. a25

For further particulars please apply to their respective consignees or to H. LEIZAOLA & SAGORAY. 41, Reconquista.

