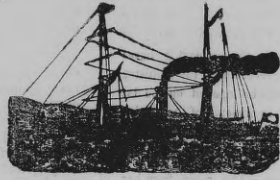


BRITISH PACKET



AND ARGENTINE NEWS.

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No. 1533.

BUENOS AYRES, Saturday, March 8, 1856.

Established in 1826.

FOREIGN INTELLIGENCE.

THE DEATH OF SIR J. H. FRANKLIN AND HIS PARTY ASCERTAINED—THE REPORT OF DR. RAE CONFIRMED.

From the St. Paul (Minnesota) Democrat Dec. 12.

We enjoyed the pleasure, yesterday, the 11th inst., of a lengthened conversation with Mr. James Green Stewart, a Chief Trader of the Hudson's Bay Company, and learned from him interesting facts concerning an exploration of the Arctic region lately made by a party under the joint command of himself and Mr. James Anderson, another employe of that Company.

On the return of Dr. Rae, the celebrated overland explorer of the Arctic region, in the Summer of 1854, bringing with him the report that the Esquimaux of the extreme Northern latitude, had in their possession relics of the Franklin Expedition, the British Government determined to make one further effort to penetrate the mystery which had so long enveloped the fate of that Expedition, and which had been partially solved by the information thus gained by Dr. Rae. In furtherance of this desire of the British Government to follow up the clue thus unexpectedly obtained by the adventurous explorer, to rescue, if possible the survivors of any of the party of whites who were reported by the Esquimaux to have been seen near the outlet of Back's River, in latitude about 68° North, or at least to procure any records they might have deposited, the Hudson's Bay Company was directed to fit out a party of tried men, accustomed to the hardships of a Polar life, to explore the region indicated by Dr. Rae.

Acting under this command, of the home government, the Governor of the Hudson's Bay Company, on the 18th day of November, 1854, issued instructions to Messrs. Stewart and Anderson to man and equip a party for the purpose stated. Mr. Stewart, with a party of fourteen men, therefore, started from his post, the Carlton House, in 54° North latitude, on the 7th day of February, 1855 and proceeded to Fort Chipewyan, at the head of Lake Athabasca, in latitude, 58° North, at which point they arrived on the 6th day of March. It had been determined to make the trip to the Arctic Sea by water, so far as was practicable, and the party, therefore, remained at this post until the 26th May, busily engaged in constructing boats, and making other preparations for their dreary journey. At that date the party left Fort Chipewyan, and journeyed by canoe on the Peace River, which connects Lake Athabasca with Slave Lake, some three hundred and fifty miles in a northwesterly direction, till on the 30th day of May, they arrived at Fort Resolution, which is situated on an island in Slave Lake, about latitude 61° North.

At Fort Resolution the party was joined by Mr. Anderson, who, with Mr. Stewart had been appointed to the command of the expedition. Here another delay was made, for the purpose of reorganizing, and making the last preparations, before attempting to penetrate the interminable frozen North. These arrangements completed, the party started out on the 22d day of June, for the head of Great Fish River, or as it is known on the map, Back River, in latitude about 64° North. Thence they followed the course of the stream to the Arctic Ocean. Mr. Stewart represents the navigation of this river as exceedingly dangerous—being obstructed by over one hundred difficult rapids. Over all these, however, with nothing more substantial than birch bark canoes, they passed in safety, and arrived at its mouth on the 30th July.

Here they met with Esquimaux, who corroborated the reports of Dr. Rae, and directed them to Montreal Island, a short distance from the mouth of Back River, as the spot where, according to their instructions, they were to commence minute exploration. From this time until the 9th of August, the party were industriously engaged in searches on the Island, and on the main land, between 67° and 69° North latitude. We cannot recapitulate the perils escaped, and privations endured, by the brave band while seeking to find traces of their countrymen who had perished on those desolate shores. Three times they providentially escaped being "nipped," as Mr. Stewart expressed it, or crushed between moving mountains of ice. At last on Montreal Island, where their explorations commenced, they found snow shoes, known to be of English make, with the name of Dr. Stanley, who was surgeon of Sir John Franklin's ship, the "Erebus," cut in them by a knife.

Afterwards they found, on the same island a boat belonging to the Franklin Expedition, with the name "Terror" still distinctly visible. A piece of this boat, containing this name, was brought along with him by Mr. Stewart. Among the Esquimaux we found iron kettles corresponding in shape and size with those furnished the Franklin Expedition, and bearing the mark of the British Government. Other articles known to have belonged to the Expedition were obtained from the Esquimaux, and brought by the party for deposit with the British Government. No indices, however, were found, nor traces of any. The report of the Esquimaux was, that one man died on Montreal Island, and that the balance of the party wandered on the beach of the main land opposite, until, worn out by fatigue and starvation, they, one by one laid themselves down and died too.

The Esquimaux reported further that Indians far to the North of them, who had seen the ships of Franklin's party, and visited them, stated that they had both been crushed between the icebergs. Mr. Stewart took especial pains to ascertain whether the party had come to their death by fair means or foul; but to every inquiry, the Esquimaux protested that they had died of starvation.

Gathering together the relics found, the party set out on their return on the 9th day of August last. The return route did not vary materially from that taken on their way north. Mr. Stewart has occupied the whole time since in reaching our city—having come by the way of the Red River country, and having been absent in all about ten months. Mr. Stewart left St. Paul yesterday en route to the Hudson's Bay head quarters at Lachine, Canada, to submit an account of his adventures.

And so, at last, the mystery is solved. Brave Sir John, whose fate has awakened the sympathizing curiosity of the civilized world, it is now known "sleeps his last sleep" by the shores of the frozen seas through whose icy islands he had vainly sought to pass. Four Winters back, as the Esquimaux said the noble party, after escaping from the ships which could no longer float on those dangerous seas, found release from suffering in death.—Died manfully, too, as they had lived; bravely, like true Englishmen; in such a manner may be believed, for consolation, that they met their fate as became spirits adventurous and noble. No traces were found by the Esquimaux to indicate that even in their last extremity they had forgotten their manhood, and preyed on one another.

The last party of generous hearts, who sought to carry succor to the lost ones, or bring consolation to the living, are returned, and the Arctic wastes are solitude indeed. And, in view of the suffering endured, and the noble lives sacrificed in fruitless efforts to widen the bounds of human knowledge, we believe it to be the prayer of all men, that so they may remain for ever.

CIVILISATION v. WAR.

(From the Press.)

The history of wars is not the most instructive chapter in the history of mankind. In ancient times they were carried on from mingled motives of plunder and domination, and the triumphs of conquerors were the display of the booty they had won, and the captives they had enslaved. With no moral law to restrain the lust of acquisition, one was ceased only to give birth to another. The history of antiquity is a history of States which, having risen to pre-eminence by arms, sunk at last beneath the weight of their own supreme empire and utter destruction. When the societies of modern Europe rose from the ruins of Roman greatness, the prospect was not much more hopeful, though the completeness of barbarian conquest on every side gave some security for the establishment of independent States. But as these assumed shape, war, as before, was entered on for plunder or conquest. The weakest nations suffered most, and the sword bore sway until powerful kingdoms were consolidated, and their governments began to act on principles of policy, and to recognise some rules of international law. It became then their interest to repress that system of plunder and those marauding expeditions which in an earlier stage of their career they had themselves encouraged. Their borders by land and buccaners by sea were found to be as dangerous to their own subjects as to their neighbours. All piratical warfare was suppressed, and if wars assumed larger dimensions, they were less purely justified in their object, and were commonly justified by some assumed necessities

of State policy. With more light and more progress, peace was broken with greater reluctance, and wars of extremity viewed with greater aversion. It is a significant fact that the longest European peace on record, the peace of 40 years, has been broken at last by the youngest and least civilized of European nations. During those 40 years of unparalleled progress, meditative minds have often asked whether war, when it next broke forth, would be characterised by the obstinate ferocity of past contests. In irreconcilable differences between nations, the ultimate appeal must be to the sword. But that appeal may be short. Foresight may decide, after the first struggle of the combatants, which side carries with it the public opinion of the civilized world, and must ultimately prevail; and the weaker belligerent may make concessions which it perceives to be inevitable. A great moral question has now to be solved—a question to which none more important to the higher interests of humanity has ever been raised. Shall we suffer a war commenced for just ends to become our master, or shall we make it our servant? Shall we repeat past errors, and, being once involved in hostilities, suffer the object for which the war was undertaken to be totally obscured by the national animosities and desire of conquest which unregulated warfare is certain to provoke; or shall we adhere to our original purpose, and reject as equally savage and impolitic the notion that we are to continue hostilities for ends of retribution, revenge, or even the prostration of our foe? It is from such ideas as those that wars in past ages have proved the scourges of nations, that they have spread like a conflagration it was impossible to resist, and have lasted as long as the belligerents had blood and resources to nourish them. If the war—any-terms party is to prevail, if the sole condition of peace is to be the total defeat and exhaustion of our enemy, the hopes which philosophers and statesmen have nourished for the last 40 years—that war when it next broke forth would be of short duration, from nations better comprehending their real interests, and being governed by more moderate counsels—must at once be rejected as illusory. The present war must be characterised by the same obstinacy, the same bitterness, the same ferocity, as in periods past. But should the belligerent Powers agree that the war shall be confined to its first aims, and decide, now that the appeal to arms has conclusively established the superiority of the Allies, that there shall be, in their sense, an equitable and permanent solution of the question which gave rise to the war, we may rationally hope that a new and happier era is about to dawn upon the world. As yet there have been few precedents for short wars. The present occasion is favourable for the establishment of a decisive one. With so memorable an example to refer to, we may expect that in any future collision justice will always enlist the stronger forces on its side, and that nations will endeavour to settle hostilities in which they may be unapparently engaged, not by seeing which party can maintain them longest, but by an earnest attempt to solve the question: out of which their differences arose. From this point of view a great principle will be decided by the course which the present contest may take. If wars cannot be avoided, it will be a benefit to mankind to place them under the control of wise, just, and moderate counsels, to remove them from the influence of the senseless rage which has commonly made them so destructive, and thus contribute to shorten their duration, and mitigate their evils.

WOMEN AND HORSES.

A French lady, called Mme. Isabelle, some years ago, commenced studying the character of that noble animal, the horse, and soon became satisfied that all the various systems of training and breaking were radically wrong. She, accordingly, began to experiment on a more reasonable system of her own, in which she has been as successful as our countryman, Van Amburgh, in taming lions and tigers.

Her plan was to make the horse more tractable by developing his intelligence, and gaining his respect and affection.

Most people underrate, not only the intellectual capabilities of the inferior classes of their own race, but those of the brute creation. Urruly and ill-natured servants and animals, if they have any at all.

In Arabia, where the horse has attained to the highest physical development, docility and beauty, he is treated with the greatest gentleness and care. If we may be allowed the expression—his moral sentiments—such as affection for his master and all the members of his

household, even to his children, being the playmate of their pastimes, and sharing his wild sports with theirs; his endurance in fatigue and privation, and his courage in battle; there being instances on record of his having cheerfully sacrificed his own, to save his master's life, and where the attachment of his owner is so strong as to make him refuse the offer of thousands of dollars for him, are developed by continued kindness and affection.

That this kind of treatment has, to some extent, the same effect on the noblest of animals, that it is known to exert on the lowest of the human races, is proved by the higher sagacity and attachment manifested in the stud of the desert, and by the success of the lady who is the subject of the present article, if it did not suggest to her woman's nature the system itself.

She first gives the horse to understand, by the simplest and gentlest means, what she wants him to do and how to do it, encouraging or reproving by tone, look and gesture as gently as possible.

In punishing animals or children, the whip, like cologne, in medical treatment, should never be resorted to but in desperate cases, and then be used in large doses.

She begins by accustoming the horse to carry his head high, whereby she prevents the weakness caused by curving and constraining the muscles of the neck, and has a better command over the mouth; She then places on the horse a surcingle, surmounted by an iron rod fifteen inches long, which is bent about four inches forward at the summit. On each side of the rod are placed four rings, destined to receive reins according to the height that may be desired. The horse soon gets accustomed to this check, and it exercises a great moral effect over him. He places his head in such a manner as not to suffer from the bit in the mouth, and thereby soon gets accustomed to being held in hand by his rider or driver.

The surcingle also accustoms him to adopt to the best gait, and to advance or stop without any resistance. The breaker-in remains at the left of the horse, and is armed with a whip having a spur in it.

After forming her system, Madame Isabelle went into Germany, and practised it with marked success on horses belonging to Prince de Lichtenstein, at Vienna. From Vienna she went to Russia, and there stopped two years. In the course of that time she rendered completely docile all the most restive horses of the old cavalry regiment at St. Petersburg, as well as those of the Emperor Nicholas. About two years since, she returned to France, and having explained her plan and stated its results to the Minister of War, she was by the special direction of the Emperor, who was consulted, authorized to practice it on a number of young horses, of the regiment of Guides, and with an equal number of recruits, who had recently joined the regiments. The lessons were given under her direction, at the riding-school of the Ecole Impériale d'Application d'Etat Major. After the fifteenth lesson, the horses manoeuvred with the quiet and *savoir faire* of old troopers.

This remarkable female equestrian is now employed as riding mistress for the British cavalry, which, particularly "the Guards," is the best in the world, owing partly to the fine physique of the men and horses—the former being of an average height of about six feet, and that of the horses of 15 hands.

Some thirty years ago, it being thought that the uniformity and grace in the seat of this cavalry might be improved, a Colonel Peters, a semi-German, received the appointment, and for several years he instructed the dragoons in horsemanship, in Pimlico riding-school. In 1825 Col. Peters was removed and another German, Lieut. Myers, with the local rank of Captain, was imported to take his place.

That foreigners were preferred to teach British troops, was thought a slur to a nation in which "the turf" can be said to be an Institution, and where fox-hunting is a national pastime. But although his horses are excellent and graceful, and John Bull is fearless at a steeple-chase, or in clearing a ditch or "rasher," yet, whether from the habit of riding with his stirrup in his hollow of the foot, instead of under the ball or toes, or on account of a natural awkwardness, as has been claimed by some, his seat as a civilian, in the saddle, is anything but graceful or dignified.

A French woman, evidently every way fit for the task, is employed to teach British dragoons and British horses, as French dancing masters do our young people, graceful movements and good manners.

The old campaigners and gallant Hussars—the Lieutenant Colonels, Adjutants and Quartermaster look on approvingly, and Sergeant-Majors and Sergeants obey her nod. A tall trooper carries a basket of carrots to feed the horses, when they perform well, while a six-foot orderly, twice a day, escorts this staff officer to and from the place where she trains troopers and chargers.

The pose of Madame Isabelle is novel in England—as she rides with two stirrups and uses a saddle like a man's. This is a sensible improvement, for nothing could suggest itself as more absurd than the present, fashionable way of hanging a lady up on a peg on the side of a horse, pinned up in a bag of skirts, with her limbs arranged in the most constrained and awkward manner. In Turkey, Arabia and South America the ladies ride in the same position that the men do, far surpassing our best female equestrians in grace and daring, while they are much more secure against danger of being thrown, or dragged to death, in case they lose their seat.

Professor Kiss's bronze statue of "the Amazon," exhibited at the Crystal Palace, affords a beautiful vindication of the common sense evinced by Madame Isabelle. To that portion of our fair countrywomen who favor the development of female energy, something like the Oriental costume, with this new fashion, may not be unacceptable. In fact it should not be to any; and if Madame Isabelle, after she has taught the British troops and their horses, has a mind to do so, she might come here and recruit a few regiments of strong-minded women as volunteers for the Crimea, without any infringement of the international law or any opposition from our Government, while she might hope for better success in introducing a new fashion than attended the efforts of Mrs. Bloomer.

BUENOS AYRES.

Among the public works that merit the attention of foreign capitalists we consider the prolongation of the mole one of the safest and most inviting. With the amount of tonnage now frequenting this port, the system of lighters and carts is both cumbersome and expensive, and there is no doubt that if the mole can be rendered available for loading and discharging vessels, it would command an immediate and decided preference, on the score of convenience, time, and expense.

A correct report of the lighterage and cartage for 1855, would demonstrate the importance of the enterprise, and afford interesting data both to the Government and intending contractors; and as the number of vessels entered and despatched, their tonnage, cargoes, &c., are certainly known, perhaps a sufficiently near approach might be made for practical purposes. We recommend the point to the attention of the Government and the Board of Statistics, and in the meantime reproduce, for the benefit of whom it may concern, the following official notice from the Ministry of Finance.

OFFICIAL NOTICE.

Ministry of Finance.)

Buenos Ayres, March 3d 1856.

No proposals having been presented for farming the mole dues, in terms of the notice published on the 14th February last, the Government has decided to solicit tenders anew for the prolongation of said mole to the anchorage of the steamers in the Inner Roads, according to the plan that will be exhibited in this Ministry; or to any other that parties interested may deem more convenient; bearing in mind that proposals must be based on the following conditions:—

1st.—That the entire mole dues he may think fit to establish for embarking or discharging merchandise, for the number of years the Government may see fit to accord, shall belong to the undertaker to reimburse the expenses that may be required for the work.

2d.—The undertaken or contractor shall specify in his proposals the least number of years for which said dues must be ceded to him, commencing from the day when the mole is ready for loading or discharging, for which the Government will previously fix a reasonable term; it being understood that all the expenses required for the prolongation of the mole, the rails, waggons, cranes, and other necessary erections, that may be agreed upon both on the present mole and its prolongation, shall be wholly on account of the contractor; and that said works shall be erected according to the plan that may be approved, and the other conditions stipulated, under the superintendence of a Commission to be named by the Government; the whole to be left for the benefit of the State at the termination of the concession.

3d.—That the loading and discharging shall only be done on the days and within the hours allowed by the existing regulations of the Custom house, and in every thing under its suspicion and supervision.

4th.—The use of the mole shall be free for all who choose to pass along it by the side-walks

appropriated to that purpose, and also the effects such passengers may themselves carry.

In accordance with the preceding bases sealed tenders will be received in the Ministry of Finance, which will be opened on the 1st day of April ensuing, in presence of the parties interested. MANUEL PEREZ DEL CERRO.

Under Secretary.

FOREIGN RELATIONS.—The moon from her proximity to our planet, has greater influence on the tides than Jupiter of Saturn notwithstanding their greater bulk. In like manner our relations with the Republic of the Uruguay affect us more nearly than those with England, France or Russia.

With the election of President Pereyra, the admitted candidate of Generals Oribe and Flores, the diplomatic notes exchanged with the Oriental Legation, and published in the "Orden" of Thursday, are not the most satisfactory. We have Dr. Alsina and Gen. Oribe in open and declared hostility; an inconvenience every one can fully appreciate; and we must add, that after the result of the election in Montevideo was known, it would have been the interest and duty of both Governments to have suppressed, or at least postponed, the publication of the correspondence exchanged. It may complicate the march of the one administration, without any prospect or chance in the meantime of satisfaction or redress to the other. One of the first official acts of the new President was to thank Gen. Flores for his services; and it is too much to expect that the next should be the arraignment of his *compadre*, General Oribe, at the bidding or request of a foreign Government.

WEEKLY SUMMARY.

Monday 3d.—By a person arrived yesterday from the South, we learn that on Wednesday last H. E. the Governor was within 5 leagues of the Azul, attended by about 200 militia men and from 1000 to 1200 horses. Further in the same person met another party of men with a similar number of horses, in direction also for the Azul.

After the arrival of the Stage coach from Dolores, a report got into circulation that Gen. Hornos was seriously wounded; adding that it took place in a duel with Colonel Mitre. We consider it very improbable. Of the movements of the Indians not a word has transpired.

By a merchant vessel that left Montevideo after the elections on Saturday, it is known that Señor Pereyra has been named President and that every thing went off quietly.

Another dastardly murder of a poor cartman, for the skin and fat his bullocks. This is disgusting, and demands increased vigilance on the part of the Authority.

Tuesday 4th.—Private letters from the Azul announce the arrival of H. E. the Governor there on the 27th, attended by about 200 volunteers, and conveying a troop of from 1000 to 1200 horses. Other parties including the division of Colonel Laureano Diaz were in route for the same destination.

The Indians had not made their appearance after the affair of the 14th; and the probability is that they have been driving off and securing their booty, and the apprehension of another attack had by no means subsided. Many of the settlers were anxious to quit, but found it impossible to do so without abandoning their interests. As to the policy of H. E. opinions differ; some think he may assume the offensive, others with an equal or greater show of reason, that he will endeavour to make peace with the Caciques.

COLONY OF PATAGONES.—By a vessel arrived this morning from Bahia Blanca, we learn the safe arrival of Colonel Olivieri and his gallant band at the port of their destination, about the beginning of February. One of the transports, the "Paulista," after discharging her cargo had been wrecked in the bay, but no loss of human life. Nothing has transpired as to the situation and prospects of the Colony.

A party of 15 men had also arrived at the Azul from Patagones; but who they are, and what the object of their visit, does not appear; but it is supposed they have been sent by Commandant Susviela in quest of supplies for the Garrison at Bahia Blanca.

It also turns out that besides the "Paulista" wrecked, another of the transports that accompanied the expedition was amissing. We trust these mishaps will not place the young colony in conflicts.

MONTVIDEO.—No further arrivals direct, owing perhaps to the prevalence of strong south-westerly gales, during these last days.

Wednesday 5th.—Still no arrivals from Montevideo, and we presume for the cause above assigned. The rumour of a misunderstanding among the parties there has been in circulation, but we cannot find any reliable foundation for it.

SOUTHERN FRONTIER.—Communications from H. E. the Governor, of date the 1st inst., report nothing new in that quarter, nor from any point of the frontier. The report respecting General Hornos being wounded appears to be unfounded.

CONFLAGRATION.—The carpenter's shop No. 29 Calle de las Piedras, immediately adjoining the Scotch Church, was this morning entirely consumed by fire. The cause or origin of the accident has not been ascertained. The unfortunate owner has lost property to the amount of \$200,000, and a commercial house adjoining

from \$15 to 20,000. By the active exertions of the Police and other parties the fire was confined to the first court; otherwise the ravages might have been much greater than they are. Of course we have no such thing as an insurance against such accidents, which is a great desideratum.

GIANTIC ENTERPRISE.—It appears that Sr. Buchental has actually contracted with the authorities of the Confederation for establishing the projected railroad from the Rosario to Mendoza! This forms a mortifying contrast with the difficulties experienced here in finishing the two leagues that separate us from San José de Flores.

POSTAL ARRANGEMENTS.—In conformity with a suggestion of the Post Master General, the Mails for the Rosario will henceforth be despatched on the 6th, 14th, 21st and 24th of each month.

Thursday 6th.—At last the "Pampero" made her appearance this morning with the "Constitucion" at her heels. After an interval of more than a week two packets at the same time is too bad. With three steamers now on the line, for a voyage of 12 hours, the public has certainly a right to be better served, but it is easier to denounce public abuses than point out an effectual remedy.

Sr. Pereyra was quietly installed President, and promises to hold the balance equal, with a firm hand. Dr. Ellauri has been named Minister of Government, and D. Doyeta Garcia Minister of Finance. The office of Commandant General of arms is suppressed, and consequently Gen. Flores retires to private life.

Mention is made of a serious reclamation made by the British Consul respecting the repayment of the loan of 1848, to which a fourth part of the receipts of the Custom house had been assigned.

The "Menal" was undergoing her repairs, which were expected to occupy only a few days.

The detention of the "Pampero" had arisen from the strong winds that prevailed in the bay, that prevented her from getting her cargo on board.

A decree of the 29th ult. opens the door to all political emigrants without exception. In this respect they set an example that others we need not name might copy with advantage.

No local news of any importance. A decree published this morning fixes the last Sunday of March, the 30th inst., for the election of Senators and Representatives for the ensuing Legislature.

No news of any kind from the frontier.

Friday 7th.—The "Constitucion," though expected yesterday, and in fact reported at one time as in sight, only arrived this morning. The news are of no general interest. The two Ministers named had accepted; the Ministry of War was still vacant, and some talk of suppressing the Department in the meantime. The ministerial programme is very moderate and altogether things wear a promising aspect.

WATER WORKS.—The prospectus of a joint stock company for supplying the City, with this indispensable article is the only local novelty worthy of mention.

FRONTIERS.—We have had no news of any kind, from any point, for several days. A reinforcement of about 100 men are about to start for the military colony at Patagones.

MISCELLANEOUS.

Don't trust to your genius, young man, if you would rise, but work! work!

There is more deception in the brief sentence, "I am glad to see you," than in any other single sentence in the English language.

The man who slept under "the cover of night" complains that he was nearly frozen. The one who "stood upon trifles" has been blown away.

No character is more glorious, none more attractive of universal admiration and respect, than that of helping those who are in no condition to help themselves.

For Better and for Worse.—A philosopher who had married a vulgar but amiable girl, used to call his wife "Brown Sugar" because, he said, she was sweet but unrefined. Another, whose wife was affectionate and stout, was accustomed to denominate her "Lump Sugar."

Gifts.—The best things to give your enemy is forgiveness, to your opponent tolerance; to a friend, your heart; to your child, a good example; to a father, defence; to your mother, conduct that will make her proud of you; to yourself, respect; to all men, charity.

Marine Zoology.—The sea-horse is a well known animal to mythologists, if not to natural historians; but no mention has hitherto been made of the sea donkey. A metropolitan friend, however, assures us, that there exists such a creature in that celebrated whirlpool, the Maelsstrom, which he says is a Niddy.

Definitions.—A clock—the sentinel who notes the transit of every passenger through the gate of "Time's" citadel. Iron—A mighty reformer, who has come out of the interior of the earth to spread improvement on its surface. Life—A compulsory journey over a precarious road, on which the more luggage we have the more lively we travel.

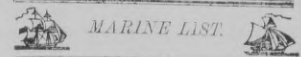
"I Say."—Mrs. Jenkins was in the habit of repeating "I say" to almost every sentence to which she gave utterance. On one occasion she rang the bell for her footman, and on his entering, she said:—"I say, James, I have been to Mrs. Thompson's and heard say that you said that I am in the habit of saying 'I say' to every word I say. Now, if I do say I say to every word I say, it does not become you to say I say I say to every word I say, James."

How Much Arsenic will Kill a Fly.—Orfila, the celebrated doctor, being examined on a

capital trial, was asked by the President whether he could tell what quantity of arsenic was requisite to kill a fly. The doctor replied, "Certainly, M. le President; but I must know, beforehand, the age of the fly, its sex, its temperament, its condition and habits of body, whether married or single, widow or maiden, widower or bachelor. When satisfied on these points, I can answer your question."

Exchange.—MARCH 8TH.

Spanish Dollars and Patagones	24
Patag. Doubloons	840
Spanish do.	245
Bills on England per Doubloons nominal	65
Currency	27 1/2
do. Montevideo	16
France per Doubloons	55
United States do.	60 1/2 discount
Rio Janeiro	100
Patag. Doubloons highest price during the week	344
do lowest	352 1/2
Exchange on England highest during the week	69
do lowest	67 1/2



Port of Buenos Ayres.

ARRIVALS.

February 29th.

May Queen, American bark, 325 tons, N. W. Zwine, from Salt Island 12th January, to Zimmermann Frazier & Co., with 134 mnyos salt.

March 1st.

Annie Worrall, British bark, 293 tons, T. Grimdsitch, from Liverpool 23d Dec., to Kerr & Grierson, with 4,206 bars and 113 bundles iron, 150 boxes tin, 10 hogshound and 10 barrels brandy, 100 bags nails, 20 do oat meal, 12 crates earthenware, 706 flag stones, 255 stoves, 102 bundles spades, 20 bags wheat, 174 cast iron pipes, 317 bales, 794 boxes and 116 casks merchandise.

Tacuari, Paraguay war steamer, from Paraguay.

March 2d.

Bertha, Hamburg brig, 157 tons, Grell, from Hamburg 25th November, Montevideo 1st inst., to Lohmann Meyn & Co., with 25 casks pickles, 3 bundles wire, 4 lasts coal, 1 box clothes, 19 do, 11 casks and 5 bales drugs, 413 flag stones, 217 bars iron, 425 boxes, 10 bales, 3 casks, and 8 packages merchandise, 10 do samples.

Don Juan, National brig, 225 tons, J. O. Luide, from Antwerp 7th Dec., to Renner del Sar e Imbert, with 12 barrels and 201 boxes paper, 2 lb and 1177 packages paper, 2 tins leeches, 50 tons coal, 300 boxes cheese, 30 do cards, 50 do candles, 4 boxes marble, 614 chairs, 15 pipes, 300 demijohns and 545 boxes gin, 437 bottles cauvass, 15 boxes cologne water, 126 do, 47 barrels and 64 packages merchandise, 185 barrels nails, 5 packages samples.

Favourite, British brig, 277 tons, T. Webster, from Liverpool 30th Dec., to R. & J. Carlisle, with 259 bars and 1467 bundles iron, 100 barrels beer, 5,000 bricks, 8 boxes cheese, 50 do, 30 hams and 10 kegs butter, 48 grind stones, 4 ingots tin, 58 cast iron pipes, 2 pigs lead, 25 bundles spits, 100 do spades, 31 do hooks, 400 stoves, 464 bales, 164 casks and 664 boxes merchandise.

Sandade, Brazilian bark, 305 tons, A. J. de Santana, from Pernambuco 12th Feb., to Martinez & Sons.

Guirhemira, Brazilian brigantine, 157 tons, A. Gomez Cardia, from Rio Janeiro 19th Feb., to J. C. Myrelles, with 771 rolls tobacco, 50 do pichua, 77 bags coffee, 509 do farinha, 4 boilers, 2 boxes merchandise, 1 do sweetmeats, 1 do and 1 package cigars, 24 barrels pork, 50 do gum.

Duna, British brig, 215 tons, J. Whitton, from Antwerp 7th Dec., Montevideo 1st inst., to Eunge Bornefeld & Co., with 586 boxes glass, 110 boxes gin, 13 rolls iron, 82 boxes cologne water, 1 carriage, 72 barrels zinc, 47 bales, 305 boxes, 164 casks and 142 packages merchandise.

March 3d.

Esperanza, Brazilian brig, 200 tons, A. S. Mendez, from Rio Janeiro 20th Feb., to F. Arango & Co., with 1120 barrels flour, 100 rolls tobacco.

March 4th.

Evangelist, British bark, 254 tons, R. Dixon, from London 20th Dec., to G. Bell & Co.

Salazes, French ship, 315 tons, M. Chauvain, from Tenerife 21st Jan., to Llavallol & Sons, with 24,100 lbs. salt, 141 filters, 2 packages seeds, 217 earthenware bowls.

March 5th.

Rio Negro, Paraguay steamer, J. M. Martinez, from Paraguay and intermediate ports, to Decoud & Co., with 511 packages yerba, 488 tanned hides, 42 seroons hair.

José Leon, Spanish brig, from Bahia, to F. Arango & Co., in quarantine.

March 6th.

Ellerslie, American bark, 405 tons, Coultts, from New York 30th Dec., Rio Janeiro 19th Feb., Montevideo 5th inst., to E. H. Folmar, with 3,317 barrels flour, 1,000 do rosin, 1,400 boxes fire crackers, 93 half chests tea.

Julito, Spanish brig, from Havana, to F. Buxareo, in quarantine.

Flambeau, French war steamer, from Montevideo.

Pampero, British steamer, D. Souter, from Montevideo 5th inst., with 28 boxes merchandise, 3 quarter casks wine, 347 bags wheat, 1 keg nails, 1 barrel almonds, 4 teleas and 221 packages merchandise. Passengers 46.

SAILINGS.

February 29th.

Northwood, American bark, for Cetta, de

patched by Linc Rossi & Stolz, with 553 bales sheep skins, 150 do wool.

Juniper, American ship, for Rio Janeiro, despatched by T. H. Folmar, with 1000 barrels rosin, 25 half chests tea.

Avelina, Spanish polacre, for Havana, despatched by Llavallol & Sons, with 2,984 qq. jerked beef, 40 dry horse hides.

Menai, British steamer, for Montevideo.

March 1st.

Constitution, National steamer, for Montevideo.

Pampero, British steamer, for Montevideo.

March 2d.

Coruñesa, Spanish ship, for Spain, despatched by Llavallol & Sons, with 8,648 dry ox and cow hides.

Rafaelina, Sardinian polacre, for England, despatched by B. Vise & Co., with 5,614 salted ox and cow hides, 8 tons and 94,600 bones, 25 boxes and 25 barrels grease.

St. Louise, French ship, for Ensenada, in ballast, despatched by Wedekind Lind & Co.

Obligado, National pilot boat, for Brazil, in ballast, despatched by F. Arango.

Nuovo Julio, Sardinian pol, for Genoa, despatched by A. Repetto, with 74 hales wool, 2065 salted ox and cow hides, 3672 dry do do, 1,625 calf skins, 1,200 do slunk calf skins.

March 3d.

Camilla, British mail steamer, for Montevideo and Rio Janeiro, with the mails for Southampton.

March 4th.

Giuseppe, Sardinian brig, for Genoa, despatched by T. Pietranera, with 6,724 salted ox and cow hides, 811 calf skins, 50 boxes tallow, 1 pipe wine, 1 roll cordage, 100 fanegas salt.

Bon Fels, French bark, for Ensenada, despatched by A. Manella & Co., in ballast.

March 5th.

Faith, American bark, for Brazil, despatched by Treussen & Co., with 60 lasts and 7 tons coal, 5 boards.

Spinner, British brig, for Falmouth, despatched by Dickson & Co., with 8,703 salted ox and cow hides, 62,000 bones.

Carmella, Brazilian brig, for Paragua, despatched by Zumarán & Co., with 300 fanegas salt.

Lewis Perry, American pilot boat, for Foreign Ports, in ballast, despatched by S. B. Hale & Co.

Areluna, British bark, for England, despatched by Best Brothers, with 7,161 salted ox and cow hides, 150 pipes tallow, 46,600 bones.

March 6th.

O. J. Hayes, American bark, for New York, despatched by J. Eastman & Co., with 112 hales and 22 seroons wool, 4 do, 14 bags and 45 bales hair, 10 do nutria skins, 14 do ostrich feathers, 6 do goat skins, 1 do deer do, 49 barrels ashes, 11,327 dry ox and cow hides.

Eduard, Dutch schooner, for Gualeguaychu, in ballast, despatched by Visser & Co.

Invencible, Spanish brig, for Brazil, despatched by F. Arango & Co., with 3,450 qq. jerked beef.

Draka, Spanish brigantine, for Havana, despatched by Martinez & Sons, with 2,186 qq. jerked beef, 3 arrobes wool, 30 dry horse hides.

Venturia, Spanish polacre, for Havana, despatched by Llavallol & Sons, with 3,403 qq. jerked beef.

Asucion, American steamer, for Rosario.

Shipping List OF HENRY A. GREEN.

FOR LONDON. British bark Azorn, 308 tons, at Anderson master, has all her cargo engaged and shipping. Consignees Messrs. J. C. Thompson & Co. m1

FOR LONDON. British brig John Hillmann, 220 tons, Williams master, has all her cargo engaged and shipping. Consignees Messrs. Lohmann and Co. m1

FOR LONDON. American bark Ann Hood, 312 tons, at J. Wady master, has room for tallow and bales and will sail in the course of 15 days. Consignees Messrs. T. Lagud & Co. m1

FOR LONDON. British bark Coimbra, at 270 tons, one of the finest vessels in the port has disengaged room for salted hides and bales. Consignees Messrs. E. Lum & Co. m1

FOR LONDON. British bark Kullben, 233 tons, at Fader master, has all her cargo engaged and will have quick despatch. Consignees Messrs. Zimmermann & Co. m1

FOR LIVERPOOL. British bark I. O., 252 tons, at, Catier master, has disengaged room for a few hides if offered immediately. Consignees Messrs. J. Best and Brothers. m8

FOR LIVERPOOL. British bark Ferris, 293 tons, at, Goddard master, has all her tallow engaged and has only room for salted hides and bales. Consignees Messrs. J. Best Brothers. m5

FOR LIVERPOOL. British bark Crawford, 311 tons, A. I. Williams master, has all her tallow engaged and has only room for salted hides and bales. Consignees Messrs. J. C. Thompson & Co. j11

FOR LIVERPOOL. British bark Ann Best, 335 tons at, Cheyne master, is now ready to receive cargo and is a well known opportunity. Consignees Messrs. John Best Brothers. m1

FOR LIVERPOOL.

British bark Isabella, 220 tons, at, Ashbridge master, now loading in the Inner Roads and can take a few pipes of tallow if offered immediately, has also room for light freight. Consignees J. Garby Esq. m8

FOR LIVERPOOL.

British bark Annie Worrall, 313 tons at, Grimditch master, a well known regular trader and will be ready to receive cargo in a few days. Consignees Messrs. Kerr & Grierson. m5

FOR LIVERPOOL.

British brig Favourite, 225 tons at, Webster master, and will be ready to receive cargo in a few days. Consignees Messrs. R. & J. Carlisle & Co. m8

FOR ANFWERP.

Belgian bark Progreso, 271 tons, at, B. Vahopp master, has all her cargo engaged add shipping. Consignees Messrs. E. Bornfeld & Co. j36

FOR ANTWERP.

Hamburg bark Edward and Elise, 280 tons at, Amoussen master, has all her cargo engaged and shipping. Consignees Messrs. Treussen & Co. m1

FOR ANTWERP.

British bark Vidia, 236 tons, W. McClary master, is a chartered vessel and will have quick despatch. Consignees Messrs. R. Tweedie & Co. m1

FOR ANTWERP.

British bark Helena, 275 tons, at, J. Hood master, is a chartered vessel and will have quick despatch. Consignees Messrs. Paulina Graham & Co. m1

FOR ANTWERP.

British bark Julia, 300 tons, J. Blampied master, may have room for, about 50 bales and will sail in the course of 15 days. Consignees Messrs. E von Senter & Co. m1

FOR ANTWERP.

Danish schooner Anna Catharina, 100 tons, Matzen master, has all her cargo engaged and will have immediate despatch. Consignees Messrs. Freyer Broeters. m1

FOR ANTWERP.

The new fine at clipper ship Waterwitch, 400 tons, Aarnstrong master, now loading and has disengaged room for a few bales. Consignees Messrs. C. T. Getting & Co. m8

NOR HAMBURG.

Danish schooner Mathilde, 100 tons, Toosbury master, has disengaged room for dry hides and bales, and will sail in the course of 30 days. Consignees Messrs. Rosenthal Gayen & Co. m1

FOR NEW YORK.

American ship Margaret Eliza, 430 tons, at, Sipton master, a well known regular trader now loading and having nearly one half engaged, will sail on or before the 20th inst., early application is requested for cargo or passengers having most superior accommodations. Consignee Messrs. Freyer Brothers. m1

FOR NEW YORK.

American bark Swan, 339 tons, at, Baker master, has all her cargo engaged and will sail on or before the 20th inst. Consignees Messrs. Z. Frazier & Co. m8

FOR NEW YORK.

American bark May Queen, 325 tons, at, Townes master, will be ready to receive cargo in a few days and having nearly one half engaged, will have quick despatch. Loading in the Inner Roads. Consignees Messrs. Z. Frazier & Co. m8

FOR NEW YORK.

American bark Rainbow, 312 tons, at, Hughes master, well known as one of the fastest vessels in the trade, and can only take a few tons of cargo. Consignees E. H. Folmar Esq. m8

FOR RIG JANEIRO.

American ship Elsie, 407 tons, at, White master, can take a few tons of cargo if offered immediately, and has superior accommodations for passengers. Consignees E. H. Folmar Esq. m8

FOR FREIGHT OR CHARTER.

British bark Marmora, 330 tons, at, Lyall master, Consignees Messrs. W. Orr & Co. m1
British bark Evangelist, 254 tons, at, Dixon master. Consignees Messrs. G. Bell & Co. m8

FOR PASSENGERS ONLY.

Vessels calling in the CHANNEL for Orders.
British brig Sir Henry Parnell, 294 tons, AI, Patrick master. Consignees Messrs. V. V. Casares & Sons j5
British brig Elizabeth Wood, 245 tons, AI, Nicholson master. Consignees Messrs. J. Black & Sons j5
American pilot boat, Catherine Johnson 308 tons at, E. Grammer master. Consignees Messrs. E. Lum & Co. j19
Hamburg bark Miles, 250 tons, at, J. Jurgens master. Consignees Messrs. Treussen & Co. j36
Norwegian bark Laura, 375 tons, at, A. Fude master. Consignees Messrs. J. N. Bieber & Co. j36
British bark Onda, 371 tons, at, Moirns master. Consignees Messrs. J. C. Thompson & Co. f9
British brig Prince Woronzoff, 259 tons at, Twitchet master. Consignees Messrs. J. C. Thompson & Co. f9
British brig Duna, 216 tons at, Wotton Master. Consignees Messrs. B. Bornfeld & Co. m8
Swedish brig Seth, 250 tons, at, Wiberg master. Consignees Messrs. J. N. Bieber & Co. m8
British brig May, 232 tons, at, Millard, Master. Consignee Mr. S. Hesse. m8
British bark Kyle, 330 tons at, W. Williams master, can accommodate a few passengers very comfortably and will sail in the course of 30 days. Consignee J. O. Order. m8

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

HENRY A. GREEN.

No. 51, Calle Reconquista.

Shipping List OF H. LEZICA and SAGORY.

FOR HAVER.

French ship Racine, 420 tons, at, Delanay master, has all her ballast on board, and will meet with quick despatch.

She is on every respect a most desirable conveyance for passengers. Consignees Messrs. Llavallol & Sons. j36

FOR HAVER.

French ship Albert, 360 tons, at, Eelamare master, will be ready to receive cargo in a few days—She has beautiful accommodations for passengers. Consignee A. Dumoyr Esq. m8

FOR ANTWERP.

Hamburg bark Gustav Adolph, Go'de master, first class vessel, has the greatest part of her cargo engaged and loading. Consignees Messrs. F. Buxarros. j36

FOR ANTWERP.

The well known trader Swedish brig Sidon, Hammarberg master, will be ready to receive cargo in the Inner Roads. Requires only about 1000 dry hides. Consignees L. Caumont Esq. f16

FOR BORDEAUX.

The AI French barque Perle, Lafuereule, master, will be ready in a few days to receive cargo, and has good accommodations for passengers. Consignees Messrs. Zumarán & Co. d29

FOR MARSEILLES.

French bark Mont Barnat, at, will be ready in a few days to receive cargo, and will have quick despatch. Can accommodate passengers for whom she has the most desirable accommodations. Consignees Messrs. Guizot & Bertorelli. f16

FOR MARSEILLES.

The well known Argentine bark Virgen de Misericordia, has already part of her cargo on board and being a small vessel will be despatched in a very short time. Cad admit yet about 30 bales and passengers. Consignee B. Delfino Esq. f16

FOR MARSEILLES.

Sardinian bark Vittoriosa, 280 tons, at, is now loading and can only admit 50 bales or equivalent in dry hides. Consignee B. Caprile Esq. j36

FOR MARSEILLES.

Sardinian bark Maria Teresa, 190 tons, Fixi master, is a chartered vessel, and only admit passengers. Consignees Messrs. Rams & Co. j36

FOR RIO JANEIRO.

Belgian brig Belizario, will be ready in a few days and can admit a few passengers. Consignees Messrs. Zumarán & Co. j36

For further particulars, please apply to their respective consignees, or to H. LEZICA & SAGORY, No. 41, Reconquista.

IMPORTANT SALE OF PROPERTY.

Belonging to the Heirs of the late F. J. Kauffman: 1st.—The Barraca forming the corners of the Calles Piedad and Uruguay, with house, galpon, &c., having 44 varas frontage, and 70 in depth (entrance No. 410, Calle Piedad.)

2d.—The house No. 418 Calle Piedad, with 6 1/2 varas frontage, and 70 in depth.

3d.—The Quinta situated in the calle Socorro, with 105 varas frontage to the North, and 105 varas frontage to the South, containing a large collection of choice fruit trees and a house in a fair state of repairs.

4th.—The large and commodious house, No. 54 calle Mayo, opposite the Commercial Rooms, now called the Victoria Hotel, front 16 and a half varas, depth 20 and a half.

For further particulars apply to the Curators at No. 106, calle Piedad, where the titles inventories plans, &c., may be seen. m9

LADIES AND GENTLEMEN SADDLES.

A few of the best quality introduced may be had at very moderate prices at No. 23 calle de la Piedad. m8-3p

BRANDY.

Of superior quality in half and quarter pipes, bottled for Family use, also Ale in small casks for domestic use. On sale at very moderate prices at No. 23 calle de la Piedad. m8-3p

MILLINERY.

Dress making and Millinery, calle Santa Rosa No. 353. m8-12p

BUENOS AVRES AND THE PROVINCES OF THE RIVER PLATO, BY SIR WOODBINE PARISH.

For sale at G. & H. Mackerns, Calle San Martin No. 20. m8-c0

CHINESE PIGS.

For sale a boar and a Sow of the pure Chinese breed. The advantages of crossing with this class are well known and appreciated in England. Parties interested may apply at No. 5, calle 25 de mayo. m8-3p

EDUCATION.

A lady experienced in teaching and who has been five years governess in a family in England, wishes for a situation. Her instructions in archaic English in all its branches, writing and arithmetic, French, Italian, music, singing, drawing and painting in various styles, wax flowers, embroidery, useful and ornamental works. Most respectable reference can be given. Address M. F. 145 Calle Perú. m8-3p

NOTICE.

The copartnership which has hitherto existed under the firm of Eberhard & Co., at this place and Montevideo expires this day. The same business as heretofore will be continued under the new firm of Fels & Co., by the undersigned partners, who take charge of the liquidation of all affairs of the extinct firm.

L. A. SCHULTZ, H. SPILCKER, J. T. FELS, J. E. CLAUSSEN, A. HORNEY.

Buenos Ayres and Montevideo, December 31 1855.

ENGLISH SEMINARY.

SUIPACHA, No. 24.

Joshua Negrotto, Principal, assisted by two others; and by

Dupuis, Mathematics. Lorenz, Latin. Roca, French. White, English and Spanish. Cadiz, Book keeping in Spanish. Jensen, " " English. " Drawing. Navarro, Vocal and Instrumental music.

The most satisfactory proof of the efficient organization of this institution, is the unexampled patronage uninterruptedly awarded to it notwithstanding the unflinching execution of its salutary regulations.

The premises afford every desirable convenience for boarders, half boarders and day scholars. The studies will be resumed on Monday next, 7th inst.

The programme may be had by application to the Principal, and the best home file references that can possibly be given, are the parents and guardians of the present and former scholars.

NEGROTTO,

Buenos Ayres, January 2d, 1856.

FOR SALE.

A house with Quinta situated at the corners of Coricoba and Paraná streets, having a frontage of 19 1/2 varas to the South and 55 varas to the West, planted with fruit trees and vines, with iron and wood trellises. For particulars apply on the premises. f22 c0

LARKINS & HAYES.

All parties owing money to the above parties are requested to pay the same to C. T. Getting & Co., 20, Calle de la Defensa, or legal proceedings will be taken. Buenos Ayres, 29th Feb. 1856. m13p

SITUATION WANTED.

A Lady experienced in teaching wishes for a situation. Her instructions include English in all its branches, French, Music, Drawing, Embroidery and various ornamental works. A line directed to M. N., Calle Maypú No. 206, will be immediately attended to. m1-3p

SITUATION WANTED.

A young man lately arrived from England wants a situation in a commercial house, he has a thorough knowledge of the produce of these countries, understands accounts and writes a good hand. Direct X. Y. Z. Office of this paper. m1-2p

INTELLIGENCE OFFICE.

This establishment receives orders to procure persons for any service, viz. Clerks, servants, cooks, mechanics, tradesmen and workmen, and the undersigned have the honor to recommend their service in above behalf to this community, both for such as are in search of employment and for such as want to engage persons.

Some servants and cooks will be placed immediately at good wages and excellent treatment. F33-4p FREVET Y VON BARTELS, Calle Merced No. 73.

CONSULAR VACANCY.

The Royal Danish Consulate in Buenos Ayres, having become vacant, by the decease of the late Consul, Mr. Kieck, the Merchants of that place, who may desire to occupy the said post, are hereby invited to transmit their corresponding solicitations to the undersigned Ministry within 6 months from this date.

Ministry of Foreign Affairs, Copenhagen the 12th of December 1855. m1-1p

Cure for the Foot Rot in Sheep. It is also found an excellent remedy to destroy maggots occasioned by the fly, and forms an excellent dressing to ulcerated wounds arising from them. Prepared and sold only S. Bishop, Chemist and Druggist, No. 49, Calle Defensa, opposite San Francisco Church. d31-54c0

FOR SALE.

A handsome Stanhope printing press of French manufacture, Colombian steel, measuring 3 feet, by 2 feet 3 inches, with an elegant assortment of type and ornamental letters, appropriate for the publication of a newspaper. Apply at Calle Defensa, No. 69. july 8.54-

The Office of this journal is now removed to No. 30 RCOBA VIEJA, under the archway fronting the New Custom-house; where Subscriptions are received and advertisements and communications may be left.

All transactions prior to the present date must be arranged at the former Agency, Book-store of Messrs. G. & H. Mackern, No. 20 Calle San Martin.

Buenos Ayres, Jan. 19th 1856.

British Packet.

NORTH AMERICAN SEMINARY.

This Institution, located in the house formerly occupied by Spencer J. Wild, Esq., No. 75, Calle Maipú, and conducted by Mr. and Mrs. Carrow, will be opened for the reception of pupils on the 7th of January.

It will consist of three departments, viz: one for infants, another for boys of advanced years, and a third for young ladies. Such alterations have been made in the apartments of the house as will afford separate and commodious halls of study for each class of pupils.

Instructions will be given in all the branches of a liberal education. The pupils will be under the constant and careful superintendance of the principals. The principals have enjoyed the best opportunities for acquiring a complete knowledge of the various educational institutions of their own country, and their system of teaching will be the same as that which is practiced in the United States with great eminent success.

Special attention will be given to the instruction of native children, whose parents may wish them to acquire a thoroughly correct knowledge of the English language.

For particulars apply at the Institution, or at No. 18, Calle de la Merced.

The principals beg leave also to refer to the following gentlemen:

Thomas Armstrong, Esq., S. B. Hale, Esq., Henry Gilbert, Esq., Col. Joseph Graham, H. J. Ropes, Esq., W. T. Livingston, Esq., Dr. H. W. Kennedy. j5-c-o

Cure for the Foot Rot in Sheep.

It is also found an excellent remedy to destroy maggots occasioned by the fly, and forms an excellent dressing to ulcerated wounds arising from them.

Prepared and sold only S. Bishop, Chemist and Druggist, No. 49, Calle Defensa, opposite San Francisco Church. d31.-f4co

To Passengers per Barque William Platte.

All persons indebted to Captain Joseph Sprout for balance of passage money by the above mentioned barque, are hereby requested to call at the house of Messrs. Best Brothers, of this City, and settle the same; otherwise, legal proceedings will be instituted against them by parties who hold a formal Power of Attorney for that purpose. n10-co

BEST SMITH'S COALS.

Now landing, Liverpool double screened nut coal, and will be delivered at purchaser's house full English ton, [2340 lbs.]. One ton of this coal will go as far as one and a half of ordinary smith coal.

Also, now landing Newcastle household coal, and will be delivered full one ton at purchasers house. Apply at Calle Defensa No. 20. n10-co

QUINTA FOR SALE.

The Quinta of the late James Wilde, known as the "Jardin Argentino," with 65 veras frontage, by 93 in depth, with a large and commodious dwelling house, containing 13 apartments, and another small independent house. The ground is tastefully laid out and stocked with the choicest fruit trees.

For further particulars apply to John Eastman, Calle Defensa, No. 5, or Daniel Gowlund, Plaza de la Victoria. n17-co

FOR SALE.

A handsome Stanhope printing press of French manufacture, Columbian stone, measuring 3 feet, by 2 feet 8 inches, with an elegant assortment of type and ornamental letters, appropriate for the publication of a newspaper. Apply at Calle Defensa, No. 69. july8.-4a

Libreria frente al Cole gio.

Calle Santa Rosa, No. 46.
FOR SALE.
Great assortment of books suitable for Christmas day.
History of England, by Goldsmith, 1 vol.
Adventures of Robinson Crusoe, 1 vol., with numerous engravings by Grandville.
Byron's Poetical Works, 1 vol.
Arabian Nights, 1 vol.
Popular display of the Wonders, 1 vol.
Buffon's Natural History, 1 vol.
Friendships' Offering, 1 vol.
The Bachelor's Christmas.
Shakespeare's Works, and many other novels and illustrative books of every description. d22-

ANGLO-FRENCH SEMINARY.

CALLE SANTA CLARA No. 129.
The undersigned, ex-teacher of the "English Seminary," begs leave to inform his friends and the public, that on the 24 of January next, he will open the said establishment, limited to the number of fifty scholars, and hopes that by his assiduous application he will merit a share of their protection and approbation. W. PERODY.

FOR SALE.

A steamer of 120 tons burden, oak built, coppered and copper fastened, with double machinery of 70 to 80 horse power, drawing about 5 feet when loaded, and 4 feet without cargo. The vessel has good accommodations for passengers, is in perfect condition, and has lately received new boilers. For further particulars apply to Messrs. Zimmermann, Frazier & Co., No. 69, Calle Defensa. j1.54-c-o

Tarpaulins.

Ready made of nine yards long and six wide, also six yards by four at moderate prices.
Tarpaulins made to order of any dimensions required, by applying to No. 25, Paseo Julio. j19-co

SAXONY SHEEP.

For sale in the District of the Guardia del Monte in one or more lots as may suit purchasers, a flock of the most approved breed, and warranted of pure blood. For further particulars apply at Calle Maipú No. 14. 26-9p.

SHEEP.

For sale, near the Villa of Lujan, about one thousand Merino sheep of superior quality, the property of a person lately deceased. For particulars apply at No. 136, Calle Corrientes, from 11 to 3 o'clock. f23-3p

The Friend of all.

HOLLOWAY'S PILLS.



MIRACULOUS CURE OF GENERAL DEBILITY.

Translation of a letter from Baboo Sorabjee Chetty, of Allahabad, dated 17th of October 1854.

To Professor Holloway,
SIR—For a number of years I suffered most intensely from general debility, disordered state of the liver, together with melancholy and drooping feelings, which were horrible in the extreme. I had advice from some of the most celebrated native physicians, but it availed me nothing. Being a strict Mussulman, I knew not what to do (as the preparations of Europeans are forbidden by my holy religion), but after wavering between two opinions for some time, I determined to try your Pills, and by the grace of Allah, they have been the means of my restoration to health. Although fifty-eight years of age, I am now as agile as a boy, and have renewed vigor in every sense of the word.
Accept my Salams, and believe me yours till death.
(Signed) BABOO SORABJEE CHETTY.

AN INFALLIBLE REMEDY FOR DROPSY.

Extract of a letter from the Rev. Octavus Martin of the London Mission, dated Maulmain, May 19th 1844.

To Professor Holloway,
SIR—Among my various travels, I have observed with great satisfaction the beneficial effect of your Pills many of the most remarkable instances occurred (answering this description) five months ago, and has ever been present since to my imagination. I deem myself therefore bound to make you acquainted with the facts. A poor woman, of this place, who appeared to me to be on the verge of death, was suffering dreadfully from this complaint she was tapped eight times, within six months I visited her myself, and gave her a box of your pills, and after taking them, she seemed better she continued them, and persevered for about nine weeks, when she was perfectly cured, and has since through the blessing of Providence enjoyed the best of health. They are a truly invaluable remedy for females at the turn of life, and for young women with obstructions in their health.
Yours truly,
(Signed) OCTAVUS MARTIN.

WONDERFUL CASE!—DEATH ROBBED OF ITS VICTIM! ASTHMA CURED—AFTER GIVEN UP BY ALL!

Copy of a letter from Chas. Smith, Esq., of Benares, dated March 12th, 1854.

To Professor Holloway,
SIR—I have been a resident here for the last seven years and during the whole of that time, (till within the last five months) suffered unceasingly with asthma, attended with continual spitting of blood, which completely broke my constitution, and deprived me of rest both day and night. I consulted a number of medical men at this station, but unfortunately my case was eventually given up, and my friends reluctantly admitted that all hope of recovery was past. In this pitiable condition I commenced using your Pills after continuing them for 6 weeks the worst symptoms of my disorder disappeared, and in three months I was completely cured. I still enjoy the best of health, and now relate the most simple proof.
I remain Sir, your obliged Servant,
(Signed) CHARLES SMITH.

LIVER COMPLAINT OF FOURTEEN YEARS DURATION!

Copy of a letter from Mrs. Jane Thompson, (Widow of Lieut Thompson,) of Dinapore, dated the 18th of July, 1854.

To Professor Holloway,
SIR—For fourteen years I was in the most delicate state of health, suffering continuously from liver complaint and indigestion, the least thing deterring me from attending to my ordinary avocations although my diet was the most simple and regular. Fortunately about ten months ago, when my health seemed totally to have died, a friend kindly advised me to try your Pills, which after some persuasion I commenced to use, I must confess they quickly produced a change for the better, and by continuing them every symptom of my disorder disappeared and I am now perfectly cured; my health being better than it has been for the last fifteen years. I ought not to forget to mention, that my daughter aged sixteen who suffered considerably for two years, has just been restored to health by your invaluable Pills. I am Sir, (an advocate for your system of medicine,) and your obedient Servant,
(Signed) JANE THOMPSON.

These celebrated Pills are wonderfully efficacious in the following complaints.

Ague	Indigestion	Jaundice
Astma	Jaundice <td>Stomachic Complaints</td>	Stomachic Complaints
Bilious Complaints	Liver Complaints	Swelling of the Spleen
Blisters on the Skin	Lunabago	Urticaria
Bowel Complaints	Piles	Sciatic Pain
Colic	Rheumatism	Retention of Urine
Constipation of the Bowels	Retention of Urine	Sciatic Pain
Consumption	Sciatic Pain	Stomachic Complaints
Debility	Stomachic Complaints	Swelling of the Spleen
Dropsy	Swelling of the Spleen	Urticaria
Gravel	Urticaria	Sciatic Pain
Dysentery	Sciatic Pain	Stomachic Complaints
Erysipelas	Stomachic Complaints	Swelling of the Spleen
Femoral Irritation	Swelling of the Spleen	Urticaria
Fever of all kinds	Urticaria	Sciatic Pain
Fits	Sciatic Pain	Stomachic Complaints
Gout	Stomachic Complaints	Swelling of the Spleen
Head-ache	Swelling of the Spleen	Urticaria
Inflammation	Urticaria	Sciatic Pain
	Sciatic Pain	Stomachic Complaints
	Stomachic Complaints	Swelling of the Spleen
	Swelling of the Spleen	Urticaria
	Urticaria	Sciatic Pain
	Sciatic Pain	Stomachic Complaints
	Stomachic Complaints	Swelling of the Spleen
	Swelling of the Spleen	Urticaria
	Urticaria	Sciatic Pain
	Sciatic Pain	Stomachic Complaints
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	Urticaria	Sciatic Pain
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	Urticaria	Sciatic Pain
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