

THE
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AND
ARGENTINE NEWS.

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BUENOS AYRES, SATURDAY, DECEMBER 29, 1827.

[Vol. 2.]

BUENOS AYRES.

The language held by the British Journalists, in writing upon the affairs of this country, is somewhat gratifying, as they give in a degree the tone to their contemporaries on the continent of Europe. The French Journals have copied verbatim the articles relative to Buenos Ayres and Brazil, and inserted them almost without comment.

It appears that late events are likely to bring us more into notice than heretofore. Formerly, the Republic and its concerns were dismissed in a few lines:—now, the London newspapers state, that “affairs in the River Plate have become so interesting, that they shall watch attentively each movement.” This makes some amends for past slights; and although many view us with affected contempt, yet as we manage to keep “upon very good terms with ourselves,” the shaft falls harmless. At any rate, we have all the chivalric on our side, not only from the justice of the cause, but that we have put forth such big hearts, with means so inferior:—a Province, or it may be said, a single city, against a mighty Empire. The Republicans, in recounting the deeds of this war, may be excused should they now and then give way to vanity.

We do not think peace so distant as some suppose. Neutral nations must be convinced that the blockade has not, and we might add, cannot be effectually enforced; and therefore the interruptions to commerce will not be much longer endured. The receipts at the Custom-House, even at this period, taking into account the high valuation placed upon goods, amount to nearly the same sum as collected in times of peace. The threats of the Emperor are ridiculous and valueless: the war is not popular in Brazil; the greater part look on with apathy, and enthusiasm is at a low ebb, except that sort which was lately witnessed near Ensenada when the Brazilian flag was “run up” in a brig aground and abandoned. The Emperor had promised to head his army in person; but the reception he met with last year in Rio Grande, may have changed this determination. His pride has been severely wounded,—first, that Buenos Ayres should dare to engage in warfare with him,—and then at the continuance of it, after the confident predictions that it would only last a few months.

It is asserted, that a bombardment of Buenos Ayres has been strongly urged upon the Emperor. — Good Heavens! what must he think? possessing an immense naval force that

have not dared to grapple with their enemy, but prefer to war with women and children!—for such will be bombardment against an open and almost defenceless city like this. However, they may find the affair rather difficult: the mortar vessels must approach the town, and be protected, and here the larger Brazilian vessels cannot greatly assist; besides, the intrepid Brown and his *escuadrilla* will take part in the spectacle. At Monte Video, the idea of such an attempt is laughed at; and even if put in force, would probably cause but little mischief. At the siege of Gibraltar, which lasted three years, many thousand shells were thrown into that fortress, and the deaths in the period alluded to, from natural and other causes, did not amount to 400, in a population of 14,000 souls, including 7000 military. When the French bombarded Cadiz, the casualties were only one man and one woman killed.

The *London Observer* contains some severe censures upon the Ministers, as appears by the following extract:—

“Whilst we give a feverish existence to the semi-liberal Government of Portugal, it is our efforts alone that prevent the triumph of liberalism in the Brazils. The seeds of great changes are taking root in that country. At the recent opening of the Senate, the Emperor Don Pedro expressed his unalterable resolution to continue war against Buenos Ayres; and he denounced in very furious, and not very decent language, all who should think or wish to act differently. Notwithstanding this, the Chamber of Deputies made a spirited opposition to the vote of address; declaring, that while the address was drawn up in ostentatious language, its meaning was obscure and equivocal in all which related to the war. The deficiency in the finances was daily increasing, and the precursors of national dissolution were knocking at their gates. The revenue of the Brazils, in 1826, exceeded the expenditure by 156,260 milreas; in 1827, the deficiency is estimated at 4,919,088 milreas. To prevent these precursors of national dissolution knocking too furiously at the Imperial gates, it was contrived to bring about a peace between the Republic of Buenos Ayres and what we may almost term the mock Empire of the Brazils. It is said, that when the peace is concluded, Don Pedro will pay a visit to Portugal, in order to consolidate the Constitution. If he once leave the Brazils, we are convinced that she will throw off his yoke, and the efforts of Don Pedro will probably be directed to restoring

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his authority, rather than to establish freedom in his petty kingdom of Portugal."

A law has passed in Rio Janeiro, permitting the coasting trade of Brazil to be carried on by neutral vessels, during the continuance of the war. We may infer from this, that the numerous captures made by the private vessels of war under the Buenos Ayres flag, have occasioned considerable suffering and derangement in this most important branch of the commerce of that country: for even in Great Britain it is admitted that the communication from one port to the other within the dominion, is of infinitely greater importance than the trade with foreign ports. It may, however, be seasonable for us to acquaint our readers with the principle which the nations of Europe have acted on under similar circumstances. At the commencement of the war between England and France, in 1803, the vessels of the United States were made use of to transport the produce of the French colonies to France, and likewise to carry on some of the more distant and important voyages from one port to the other, within the country. The great extent and effectiveness of the English navy, had at this period almost annihilated the commerce of the world under a hostile flag, and confined it either to the English, or to neutrals. It was not to be permitted, therefore, that the power of the English navy should be thus baffled in its effects on the enemy, by the intervention of a neutral; and at this period was the old and well recognized rule of international law brought into operation: "That neutrals shall not be permitted to carry on in time of war, a trade prohibited to them in time of peace." If it were otherwise, the enemy might evade and render abortive all efforts to bring the pressure of war to such a climax as shall tend to shorten its duration; thereby inflicting greater evils on neutral nations, than any temporary advantage that would be derived from the transporting of enemy's produce.

We refer our readers to the Order in Council of England, of January 1807, which is the precedent we particularly have in view. The principle we have explained is there developed, and we are not aware that it involves any such haughty attribute of the belligerent, as to make the adoption of it by this infant and rising Republic, unseemly or offensive in the eyes of the world. In passing the above law, the Emperor may likewise have had in view the probability of embroiling the Republic with neutral powers.

Dec. 22.—Wind E. Arrived, 2 zumacas and 4 balandras, from the northward. The Sarandi schooner of war left the Inner Roads, and joined the National Squadron in Three-fathom Hole. At 6 p. m. wind changed to S. W., with thunder and rain, and subsided, this evening.

American ship Colombia, Lelar, for Havannah,
Do. schooner Homer, Smith, for do.
Do. schooner Dorcas, Joseph Meads, Austin, for do.
National mystico San Ramon, Dupuis, for Patagonia.

23.—Wind S. S. W. with rain. Sailed, 3 zumacas for the Parana. At half-past 6 p. m. the blockading squadron under weigh, steering eastward.

24.—Wind S. W. A quantity of small craft came out of the Boca, and sailed to the northward. At half-past 11 a. m. the blockading squadron again in sight, with increased numbers. They now consisted of 2 corvettes, 5 brigs, the three-masted schooner, and 3 schooner-brigs and schooners, — in all, thirteen

vessels. One of them was supposed to be the bomb ketch. They anchored nearly in the position which they had quitted yesterday.

The Pilots of the schooners Homer, and Joseph Meads, arrived to-day. They reported having left the said schooners off Point Indio, at 7 o'clock in the morning of 23d, with a fair wind. Passed the blockading squadron without impediment. Saw the ship Colombia, all well, a short distance from Point Indio.

25.—Wind W. Arrived, a fleet of zumacas, balandras, &c. from the Caracoles, under convoy of a gun boat.

26.—Wind S. S. W. The American schooner Fidelity anchored in Three-fathom Hole, from the Inner Roads.

The Pilot of the ship Colombia arrived to-day, and reports that the said ship left Three-fathom Hole at 9 p. m. on the 22d instant. At 4 a. m. on the 23d, being five miles N. E. of the head of the Chico Bank, fell in with four Brazilian vessels, viz.—1 brig, the three-masted schooner, 1 schooner brig, and the bomb-ketch. They chased the ship. The brig came up so quick, that having past about half way the Chico, the chase tacked and stood across the bank, followed by the four vessels. At 8 a. m. the brig and three-masted schooner got aground, upon which the former (who appeared to be the Commodore of the squadron, and had a flag at the fore) signalized, and the other vessels closed round. In a quarter of an hour they were again afloat, and gave up the pursuit, steering N. W. The brig seemed injured. The Colombia draws 12 feet water, and had 3½ fathoms over the bank, flood tide. From the course the Brazilians took upon the bank, it was thought they must have had generally ¼ less 3, to 3. The ship hauled on her course until 11 o'clock a. m., and being then abreast of Point Piedras, the pilot quitted her. She had a fair wind, and going 9 knots. At 2 o'clock p. m. saw her 20 miles below Point Piedras. The pilot boat anchored off the Salado on the night of the 23d inst. On the morning of 24th was informed that three zumaca prizes, viz.—1 to the brig Congress, 1 to schooner Rayo Argentino, and 1 unknown, were off the river. The private schooner Constante, Mychingberg, (late General Mancilla,) arrived at the Salado on 24th inst., from a cruise. She has made 4 prizes, viz.—a zumaca arrived at Ensenada, another at a port on the coast, one missing, and one destroyed.

The pilot boat sailed from the Salado on 24th, at 9 o'clock a. m.; a zumaca, bound to Ensenada or Buenos Ayres, sailed at same time. At 7 a. m. on 26th, passed a schooner going into Ensenada, stated to be a prize.

27.—Wind N. Arrived, the post-office boat, with the Mail from the Banda Oriental, and two balandras. A gun was fired, at half past 6 p. m., from the schooner Maldonado, Admiral Brown, in Three-fathom Hole.

28.—Wind N. The schooner of war Juncal, came into the Inner Roads from Three-fathom Hole, to be fitted (as is reported,) for the flag of Fournier.—A National gun boat cruising to the northward.

29.—Wind N. N. E. Several small craft arrived from the northward.

Arrived at the Salado, on 21st instant, the privateer schooner Triunfo Argentino, having sprung her mainmast. She has made two prizes during her short cruise: one with lumber, arrived at the above port; the other with salt.

Arrived at the same port on 22d, zumaca Visconde de San Leopoldo, prize to the brig Congress: cargo, 4,300 hides, 4,200 arrobas tallow; bound from Rio Grande to Rio Janeiro prize

master, Joseph Deal. On 13th instant, off Cape St. Antonio, spoke the British frigate *Thetis*, and brig of war *Cadmus*. In going in, the prize got aground three leagues N. W. of the *Salado*.

Accounts from Monte Video to Sunday last, state the arrival of the British brig *Aquatic*, from Liverpool 23d September; and another brig, supposed the *Betty*, from same port 2d of October. Two French vessels had arrived from France; and the American schooner *Alexander*, from Buenos Ayres. The *Alexander* was at first detained, but afterwards released.

The American corvette *Boston* has sailed from Monte Video for Rio Janeiro. Colonel Forbes remains at the former port.

It was said at Rio Janeiro, that the Brazilian Commodore Taylor has been appointed to take command in this river; but whether to supersede Pintos Guedez, or only as chief of the blockading squadron, is not particularized. Taylor was at Buenos Ayres in June 1822, in the British sloop of war *Blossom*, as lieutenant. The circumstance of his leaving that ship at Rio Janeiro without permission, and joining the Brazilian service, is known to many of our readers; as likewise the representations made from London to the Brazilian Government, which occasioned his retirement from active service. The welfare of the British navy so essentially depends upon the confidence to be placed in officers, that unless he has made his peace with the English Admiralty, the new commandant may find his sojourn in this river exposed to more dangers than in combatting the enemies of the country into whose service he has enlisted. Taylor is reported to be an active and brave officer, and distinguished himself (if it can be called so,) in the farcical warfare between Portugal and Brazil.

A London paper states, that the British frigate *Thetis*, Captain A. B. Bingham, when lately in one of the northern ports of Brazil, was requested by the Governor to go out and capture a pirate brig then off the port, adding, that she had plundered an English merchant brig. The *Thetis* went out; spoke the latter, and found that the pirate was a regular privateer of Buenos Ayres, who had conducted herself towards the English brig, (according to the Captain's statement,) with the greatest civility. The *Thetis* returned to port, and the brave and veteran Captain Bingham must have been indignant at the imposition practised upon him.

It is certain that the bomb-ketch, *Nineteenth* October, has arrived among the blockading squadron; and as she may approach some dark night and throw a shell or two into the town, a good look out ought to be kept, and gun-boats properly stationed: she will not dare remain any length of time. Bombardment against an unfortified city, has always been reckoned a cowardly mode of warfare. The Emperor will reap but little benefit from it, and it will increase the just detestation in which he is held. We really doubt that such an attempt is meditated, except, indeed, that Don Pedro has become desperate.

Accounts from Monte Video to 28th instant, state the arrival of several French and American vessels. The *Aquatic*, *Betty*, and a brig from the *Clyde*, were the only English arrivals. The Pirahja frigate (Magessy, the late Governor of Monte Video, on board,) has sailed for Rio Janeiro. The *Nitchteroy* is to join the blockading squadron; Norton again in command.

The British line of battle ship *Ganges*, 84 guns, Admiral Otway,

is expected at Monte Video from Rio Janeiro. It is reported that the Admiral intends to give up *Pepa Onza* and his companions, to this Government, in order that they may be brought to trial for the piracy committed.

A Brazilian privateer boat has captured two or three *balandras* off *Las Vacas*.

On Christmas day, and on the 26th instant, the blockading squadron were dressed out with flags, &c. The National Squadron, stationed in Three-fathom Hole, (13 schooners and gun boats,) adhered to Republican simplicity, and made no display.

The contingent of troops (225 men,) from San Juan, have arrived in this city. Communications have been received from San Luis, announcing that the contingent from that province had departed. Seven hundred men are about to leave Cordova for Buenos Ayres. The government of Corrientes have answered the circular note from this Government, in a very satisfactory manner, promising to render every assistance both for the army and the squadron. Private letters add, that 150 sailors were destined for the latter. An equal number is expected from Entre Rios.

Don Manuel Moreno, late Minister of the Interior and for Foreign Affairs, has resigned. No successor has been appointed. In the interim, the Minister of Finance will transact the business connected with the department of the Interior; and the Minister of War that of foreign relations.

The packet *Sphynx* was built in India, as a brig of war, in the year 1814, of Teak wood. She has been employed in the packet service, barque rigged, about two years, and altered to a ship this voyage.

On the 19th of October, Buenos Ayres bonds in London were at 49; Brazilian ditto, 59; English 3 per cent. Consols, 87.

The American schooner *Magnet*, Marsh, arrived at the Havana on 15 September last, 76 days from Buenos Ayres.

Extract from the Official Despatch of Captain Francis Clare, late commanding the brig *Independencia ó Morito*, dated October 23, 1827, respecting the loss of the Brazilian vessels in the Bay of San Blas.

"Having parted from the rest of the vessels, fell in with them on 19th inst., a little to the southward of San Blas: the corvette *Maciaco* had, during the last gales, thrown twelve guns overboard. Approached the shore and saw a ship, supposed the *Condesa de Ponte*: being late, stood out again. On the following morning, steering for the land, and astern of the *Maciaco*, both vessels struck at nearly the same period, the water falling from 7 to 2½ fathoms: remained in this situation, and striking with great force for about 15 minutes, but suffered no damage. The pilot refused to conduct us to port, pleading that he had never been there before. On the 21st, at 2 p. m., made another attempt to get in: anchored in five fathoms, and then it was agreed that the whale-boat belonging to the *Independencia* should go ahead and sound the channel, the vessels proceeding in the following order: *Independencia*, *Maciaco*, and *Caboclo*. At 4 p. m., the two first mentioned vessels got aground in 2½ fathoms; the *Caboclo* seeing this stood off. The grounded vessels were about half-a-league from the nearest shore, Point Rubia bearing N. about 4 miles, Point Raza S. by E. three leagues; the ship *Condesa de Ponte* in sight bearing N. W. by N.

three leagues. Efforts were made to get the vessels off, but in vain, and in ten minutes some of the planks of the Independencia were seen floating alongside. At 5 p. m. Captain Eyre came on board the Independencia, and ordered her to be destroyed. We could not succeed in doing this, as the brig fell over and filled immediately; exertions were made to save the crew, which was effected, with the exception of two men: those saved were placed on board the Caboclo. Strong wind from S. S. E. Went on board the Maciaco, and every thing was done to get her off, but to no purpose. I went to the Caboclo; Captain Eyre requested me to send him all the boats belonging to that vessel. At half past 9 got on board the Caboclo, then under weigh; found the boats had left, and probably, from the strong wind and tide, had capsized. The Caboclo anchored at 11 p. m. in five fathoms, but the current setting strongly, she was dragged to less water. She had, during the night, two lights at the mast head. On 22d, at 4 a. m., she struck several times; and damaged her rudder. At half-past 4, saw the mainmast of the Maciaco go by the board, and I suppose she had lost all her boats; there was nothing to be seen of the Independencia. The Caboclo signaled the Maciaco to send her crew on board. It was answered by flag No. 8; but for want of boats nothing could be effected. The tide turning with great violence, and having no pilot acquainted with the harbour, upon consulting the officers found ourselves under the painful necessity of abandoning the Maciaco. The Caboclo had on board 240 men, and only provisions and water for 7 days. We then steered for Monte Video.

Extract from the Rio Gazette "Diario Fluminense" of November 21.)

A Sardinian brig, having taken in cargo at Monte Video where she was advised of the blockade, attempted to get into Buenos Ayres in presence of our squadron. The schooners went and took her out from the place in which she had anchored, notwithstanding that Brown did every thing in his power to protect her with some of the very few vessels which he has got. He however failed in the attempt, and was obliged to run for protection under the shore batteries. This brig has infringed the rights of blockade, and cannot claim protection by the laws of nations.

Messieurs of the *Diario Fluminense* should be informed, that from an unfortunate delay the above brig had got under the protection of the blockading squadron before the two schooners, Sarandi and Juncal, could get out; and that the said two schooners, having at that time only three guns between them, fought the Piraja, a heavy 18 gun brig, within pistol shot; that another Brazilian brig and five schooners at times joined in the combat, which continued nearly two hours; and having the weather gage, and "deep water," the Brazilians declined to bear down upon the two Republican schooners. The rest of the blockading squadron were likewise close at hand. The shore batteries exist only in the imagination of the Brazilian Editors.

The Editors of the Rio Gazettes are incorrigible. A London paper contains an extract from the *Gaceta do Brasil*, in which it states, that in the action between Juan de Botas and Brown's flotilla, off Buenos Ayres, "the corvette Liberal opened such a tremendous fire, that the American frigate stationed in that quarter manned her yards, and gave three cheers to the Brazilian navy."

The above is the affair in which the ship of John Boots was for a short period aground; and he had scarcely time to pull on his boots and run off, making a great clatter firing from both sides of

the ship, waste shot. The American frigate was at Monte Video, 150 miles from the scene of action. Juan de Botas was the most efficient of all the blockading commodores. He has been described to us as a second Paul Jones; but notwithstanding his various qualifications, we have quite forgotten him here.—"Out of sight, out of mind."

THEATRE.

For the last fortnight we have had performances almost every night, to respectable, and sometimes crowded houses. Caceres has played Earl Osmond, in the *Castle Spectre*, (Duc de Viseo,) and gave the *Dream scene* with judgment and effect, free from rant.

On Wednesday evening, "*Adolphe et Clara*" was repeated by the French Amateurs. The novelty having subsided, the second representation proved rather tedious; but it is altogether a praiseworthy representation for presumed novices: the first air sung by Clara is really pretty. A crowd of French were in the house. The ladies, attired in huge bonnets and feathers of Parisian fashion, formed a contrast to the simplicity of the lovely Portenas—a simple comb, or "half-blown rose stuck about their braided hair," constituted all their delightful headdress.

It is said that the French performers are to be regularly engaged at the Theatre. If so, we hope they will represent "*Les Habitans des Landes*," "*Les Boxeurs*," "*Les Anglais pour Rire*." The strong caricature of the two latter pieces, will elicit no other feeling in our countrymen but that of good nature.

The Opera of "*El Calife*" was performed on 21st instant, to an elegant audience: Rosquellas, Vaccani, and Doña Angela, in fine voice.—"*Viva l'Amor*," and its soft music, still "rings upon our ears."

Velarde reappears on 30th inst., in the tragedy of "*Lanuzza*."

BIRTHS.

On 18th ult. the L. d. J. h. Thwites, sq. of a daughter.

On 23d instant, the Lady of Alexander Spears, Esq. of a daughter.

DIED.

On 22d inst., of a Consumption, Doña Rebastiana Telechea de Lezica, aged 22 years; wife of Don Faustino Lezica, Merchant of this City.

We regret to record the following lamentable accident:—On Thursday afternoon, at half past 5 o'clock, Miss ELIZA BROWN, eldest daughter of Admiral Brown, went with her brother, a boy 10 years of age, to bathe in the Riachuelo. She got into a hole, and was drowned. The deceased was a beautiful and amiable girl, only seventeen years of age. The Admiral was on board the squadron, but came on shore at 12 o'clock at night, unconscious, we believe, of the dreadful loss, until his arrival home.

The funeral took place last evening, at the Protestant burial ground. We have not space to write a description of it. The crowd of carriages that attended was very great; and at half past 7 o'clock she was consigned to her "Mother Earth."

PRICE OF SPECIE.

Doubloons, 68 dollars each.
 Spanish Dollars, 280 to 290 per cent. premium.
 Plata macaquina, 270 to 275 per cent.
 Gold in bars, 22½ to 23 reals per quilate.
 Silver do. 22 to 22½ reals per dinero.
 Exchange on England, 11d. to 12d. per dollar.
 Do. United States, 300 per cent.
 Do. Rio Janeiro, 138 to 140 per cent.
 Do. Monte Video, 258 to 260 per cent.
 6 per cent. Stock, 49 to 50.
 Rate of interest per month 2 to 3 per cent.