

THE

# British Packet,

AND

## ARGENTINE NEWS.

No. 212.]

BUENOS AYRES, SATURDAY, SEPTEMBER 11th, 1830.

[Vol. v.]

### BUENOS AYRES.

The following decree was published in the periodicals of this City on 6th inst.

Buenos Ayres, September 1st, 1830.

The Governor and Captain General of the province, being about to proceed to the Country to continue the important work of its organization and regulation, consulting therein the security and tranquillity of its inhabitants, has thought it most expedient to delegate his authority to one person only, in order that the use of it may be more concentrated and expedited. But the Minister of Government, upon whom this delegation ought to have devolved, having represented that the infirm state of his health and the business of his office, would not permit him to fulfil it with the exactitude which the critical state of the country demands,

The Government has ordered and decreed.

Article 1st.—During the absence of the Governor in the country districts, the Government in all its branches and with all the plenitude and extension of the powers which have been granted by the House of Representatives on 2nd August of the present year, shall be delegated to General D. Juan Ramon Balcarce, Minister of war and marine.

2nd.—Notwithstanding this delegation, the Governor may make use in the country districts of the same ordinary and extraordinary powers noticed in the preceding article, whenever he may think necessary.

3rd.—The delegate Governor shall be authorized to name the person to fulfil the duties of Minister of war and marine, during the delegation.

Let this be published.

Rosas.

Tomas Manuel de Anchorena.

Juan Ramon Balcarce.

Manuel J. Garcia.

A decree dated 4th inst., states that all persons who obtain passports for any of the interior Provinces, or for that of Santa Fé by land, if they travel by the upper road must present themselves to Col. D. Angel Pacheco, Commander in Chief of the Northern districts; if the lower,

to brevet Col. D. Augustin Rabelo, Commandant of San Nicholas.

Those who contravene the said decree will be considered as suspicious persons wishing to disturb the public order and tranquillity, and shall be punished more or less according to circumstances.

We copy from the *Gaceta Mercantil* of yesterday the following remarks as somewhat illustrative of the political situation of this Province.

“*Si vis pacem, para bellum*,” is a maxim as salutary as ancient, in adherence to it, it is that we behold the Government displaying the extraordinary activity which is perceptible in every branch connected with the war department. We sincerely wish for peace, we endeavour to obtain an honorable and permanent one; but in order to be prepared against the attempts of those who pretend to dictate the law to us; it is necessary to place ourselves in an attitude to be enabled to chastise their temerity. The enthusiasm which is observed in all classes of those who assisted in the restoration of the institutions, is worthy of the cause which they sustain: on the approach of the crisis, they have taken up again the distinctive badge with which they before conquered.\* This decision, and the other elements upon which we reckon, leave nothing to doubt of the issue of any struggle in which we may be reluctantly involved.”

The article concludes, however, expressing the hope that war will be avoided.

\* A red ribbon.

On Sunday next, H. M. Brig Algerine will fire minute guns in number corresponding to the age of the late King, viz; 68 with yards reversed and colours half-mast; and no doubt all the British Merchantmen in this port, will unite in paying this last tribute of respect to the memory of our late lamented Sovereign George the Fourth.

A funeral Sermon is to be preached to-morrow morning in the British Episcopal Chapel of this City, by the Revd. John Armstrong, to the memory of the late King.

At 8 A. M. on Monday a Royal salute

of 21 guns will be fired by the Algerine with colours flying, to the honor of his present Majesty

**KING WILLIAM THE FOURTH.**

The weather on Sunday and Monday last was “sultry hot,” the thermometer 71 to 72. The wind on Monday night shifted to South and cooled the atmosphere here. Wednesday (the nativity of *nuestra Señora*) was a close holiday, and numerous pedestrians and equestrians enjoyed the fine day, both in the town and campo.

We have been requested to state on the part of the proprietors of the late National packet schooner *Joven Sarandi*, that no possible blame can be attached to Capt. Fortune, his officers and crew, for the loss of the said vessel.

The French brig of war *Faucon* in the Outer Roads, fired a salute at 1 P. M. on the 5th inst., in consequence of the news of capture of Algiers.

To the Editor of the *British Packet*.

Sir,—

When a good man dies, all who knew him while living are grieved and will weep.

“An honest man is the noblest work of God.” Captain Appleton, of the American ship *Hamilton*, who has perished by the upsetting of the *Joven Sarandi*, was truly an “honest man,” many a tear has already been shed for him, and many more will be shed when the sad intelligence reaches his family and friends in the United States. He was a man possessing great strength of mind, energy, liberality and nobleness, and he never had an enemy. His family and friends are numerous and respectable: it may be gratifying to them to see those sentiments expressed thus publicly, and to be assured that they are those of

*All who knew him.*

Montevideo.

A new journal entitled *El Arriero Argentino* was published in the above city on the 2nd inst., its career was short although it was not exactly still born. The Editor gave notice that the said paper was intended to answer and combat the periodicals of Buenos Ayres, but that the Argentine citizens resident in Montevideo desirous rather to suffer in silence the attacks made upon them, the Editor had resolved, that the 2nd number should not appear.

The intended publication of *El Argentino en Montevideo* has likewise been abandoned. A writer in Montevideo under the title of *un Porteno* had resolved to reply to the *Arriero*.

The following detail of the loss of the National Packet schooner *Joven Sarandi*, will be read with much interest.

The melancholy fate of Captain Appleton caused considerable sensation in Buenos Ayres. He was a man universally respected.

To the Editor of the *British Packet*.

Sir,—

I beg leave to submit the following narrative of the loss of the Argentine Packet *Joven Sarandi*, which you will have the kindness to insert in your valuable paper for the information of our friends and the public in general.

It is already known that this vessel departed from the Inner Roads of Buenos Ayres about 5 o'clock P. M. of the 28th August, having on board Messrs. Nalbro Frazier, Samuel Lyons, Duncan Stewart, William S. Cooper, George Beley, Dr. Miguel Maria Paz and Capt. Appleton, of the American ship *Hamilton*, as cabin passengers, also two steerage passengers, and bound to Montevideo.

We proceeded on our voyage with the wind from the North, and without any particular occurrence until about 3 o'clock A. M. of the following day, being Sunday, when the vessel experienced a very heavy squall, which induced Capt. Appleton and another of the passengers to go on deck, where Capt. Appleton remained a short time and then returned to the cabin informing the passengers that all was right, and that the Schooner was then before the wind; but he had not been in the cabin more than a few minutes when the main-boom jibed, which gave so great a shock to the vessel as created a belief among the passengers that she had struck on a bank, and accordingly some of them left their births and began to dress themselves with precipitation, but ere a minute of time could have elapsed (after the alarm consequent upon the jibing of the boom) it was perceived that the vessel began to heel over very much, and such of the passengers as were then in the act of dressing themselves rushed to the companion, whilst two others who had remained in their births endeavoured to force their way through the skylight in order to gain the deck, but ere they could effect this object the Schooner had fallen completely over and lay upon her beam ends, and in this situation the only apparent means of preservation was to climb on the vessel's side and hold by the lanyards and chains for security against the spray of the sea; this was happily effected in various ways by all the passengers and crew, with the exception of Capt. Appleton and one of the stewards of the cabin, the former of which (whilst the vessel was in the act of falling over and ere the lights in the cabin were extinguished) was seen standing by the side of his birth nearly dressed, and holding on by the small pillar of the birth and deck of the cabin; the other passengers had scarcely all arrived on the vessel's side when knocking was heard against her quarter, and which evidently proceeded from our fellow passenger Capt. Appleton, who thus made us aware of his unhappy situation, and of his standing in need of assistance, which was immediately attended to by Capt. Fortune and Mr. Ohrn, the mate of the *Joven Sarandi* who spoke to Capt. Appleton and endeavoured to prevail on him to plunge in the water, (which by this time must have half filled

the cabin,) so as to seize hold of the companion steps, assuring him of their being prepared to render him every assistance the moment he should appear, to this he replied that he then stood up to his neck in water and that he could not do as they had advised him; in this heart-rending situation no means remained to effect his deliverance. Could the axe have been obtained we should have cut a hole in the vessel's side through which he might have been taken out; but this could not be found, and so instantaneously was the Schooner upset that it had fallen to leeward, and any attempt to have recovered it would have been altogether in vain in the position in which the vessel lay, half sunk and the water pouring down the hatchway and companion. No means whatever appeared that could be available, nor after having dwelt upon every circumstance does it appear that any method could have been adopted to rescue the sufferer from this dreadful situation, and cruel as was the alternative we were obliged to leave our lamented fellow passenger to his unhappy fate: of the steward nothing certain is known, but there is little doubt of his having been drowned in the fore-castle.

The passengers and crew having effected their object in getting on the vessel's side, it soon became evident that she was sinking fast and that we should be left with no other chance of saving our lives than by clinging to the spars and rigging and committing ourselves to the boat; but in the crisis of our impending fate an object was faintly discovered through the darkness of the night, which the imagination of every one suggested to be the *Rosa*, upon this the voices of the whole were united to make known to the people of this vessel our unfortunate situation, and after having hailed her three or four times at different intervals, it was a subject of the greatest consolation and joy to find by the nearer approach of the vessel that they had heard and comprehended the meaning of our cries, and so directed their course as to endeavour to discover where we lay, and to extend that timely aid which through the intervention of Providence was destined to save us from destruction; the boat of the *Joven Sarandi* was now ordered along side the wreck, and conveyed a part on board the vessel, which proved to be schooner Packet *Rosa*, and the moment they had arrived on deck the boat of the *Joven Sarandi* accompanied by the *Rosa's* boat returned to the wreck and received the survivors from the rigging. (The hull being at this time completely under water,) thus, the rescue of the whole was accomplished at the expiration of about three quarters of an hour from the moment when the accident befel the vessel.

Nothing could have surpassed the joy that the Captain and people on board the *Rosa* manifested upon finding themselves the means through which we had been preserved, nor will the sympathy with which we were received, or the kindness with which we were treated by Captain Moratorio, the officers, passengers and crew ever be forgot.

I cannot pass over the fortitude and presence of mind which distinguished Capt. Fortune and Mr. Ohrn, mate of the *Joven Sarandi*, before and after the upsetting of the vessel, and justice to their character requires me to declare from the testimony of one of the passengers who stood on the deck at the time of the accident, that no blame whatever can attach to

either of them, but that it was attributable to a very heavy whirlwind, which without giving the least notice laid the vessel almost in an instant of time on her beam ends, and thus rendered nautical skill unavailable.

I remain Sir,  
your most obedient servant,  
A Passenger on board the *Joven Sarandi*.  
Montevideo, 2nd September, 1830.

The following letter enclosing 500 dollars was forwarded to the Captain of the *Rosa*.

Montevideo, August 31st, 1830.

Captain José Moratorio,

Dear Sir,

We the undersigned being part of the surviving passengers of the schooner *Joven Sarandi*, take this opportunity of thus publicly expressing our most sincere thanks, and heartfelt gratitude for the preservation of our lives through your means from shipwreck, on the morning of Sunday the 29th August, without which Providential aid we should inevitably have perished; and we entertain an equal sense of the very friendly reception we met with on board the vessel under your command, and also of the kindness manifested towards us by yourself, officers and crew, who with that feeling which does honour to the human heart, extended to us in the most prompt manner, the use of clothes and every other assistance and comfort, that could be administered to people in our unfortunate condition.

We beg your acceptance of the sum inclosed, a portion of which you will please distribute among the officers and crew, as you may think proper.

We remain,  
with the greatest sincerity,  
(signed.)

NALBRO FRAZIER, LUCAS STEWART, SAMUEL LYONS, WILLIAM S. COOPER, GEORGE BELEY.

Captain Moratorio, in reply to the above, stated. That he had only complied with the duties of humanity in the aid which he had afforded, and that the assistance afterwards rendered to the distressed individuals of the *Sarandi*, on board the *Rosa*, was a rigorous duty due to misfortune, and he should have highly regretted if any one of his crew had not fulfilled it. That he had distributed the sum which had been remitted to him among the crew, and in their name he returned his most sincere thanks to the donors.

In consequence of the decease of Captain William Appleton, the American flag was hoisted half-mast at the Washington Hotel on Sunday last. The American vessels in the Port had likewise their colours half-masted.

The *Joven Sarandi*, in addition to the mail for Montevideo, had on board a number of letters for the United States, (intended to have been forwarded by the ship *Tobacco Plant*,) all of which are lost.

We had sent a regular series of the *British Packets* to our subscribers and correspondents in Montevideo, and the United States. We regret our inability to replace the papers lost.

Various things have been saved from the wreck of the *Joven Sarandi*, by the vessels sent from Montevideo, but no chance exists of getting her up. The body of Captain Appleton has not been recovered.

The vessels remain near the wreck in hopes of saving other articles.

## DEATH OF HIS MAJESTY GEORGE THE FOURTH.

The Sardinian brig *Penguin*, arrived at Montevideo on the 2nd inst., in 40 days from Gibraltar, bringing the news of the above event. H. M.'s Chargé d'Affaires in this City issued the following notice immediately upon receiving the melancholy intelligence.

### BRITISH LEGATION.

Buenos Ayres, September 4th, 1830.

With sincere grief His M.'s Chargé d'Affaires makes known to the British residents in this City, the contents of a London extraordinary Gazette of the 26th June, which he has this morning received by way of Gibraltar.

WHITEHALL, 26th June, 1830.

A bulletin, of which the following is a copy, has been this morning received by Secretary Sir Robert Peel, one of His late Majesty's principal Secretaries of State.

WINDSOR CASTLE, 26th June.

It has pleased the Almighty God to take from this world the King's most Excellent Majesty. His Majesty expired at a quarter past 3 o'clock this morning without pain.

Signed { HENRY HALFORD.  
MATTHEW J. H. HALEY.

God bless King William the Fourth.

The Duke of Clarence was proclaimed King of Great Britain, at St. James' Palace, London, on the 26th June, with the customary ceremonies, by the title of William the Fourth. The Judges and some of the Peers proceeded to the House of Lords the same day, and took the oath of allegiance to the new Monarch.

Our Country by the death of King George the Fourth has sustained a great loss, he was a Monarch whom all classes of British subjects delight to eulogize, both for his paternal sway and various accomplishments. No King enjoyed greater popularity, or had more personal friends. The regret for his death among our countrymen in Buenos Ayres has been unequivocally expressed, and since the news arrived most of them have been atired in mourning.

H. M. Ship *Lightning* and Brig *Algozine*, hoisted their flags half-mast, as also the British Merchant vessels in this Port, and several of the National vessels on Sunday last.

We have not space at present to speculate upon the probable political changes which may follow the death of the King, or upon various topics connected with that subject.

The arrival of the schooner *Aguila Primera*, from Montevideo on Saturday last, put the town into considerable bustle as it regarded news, and she brought in addition to other intelligence the account of the capture of Algiers by the French.

The *Universal* of Montevideo contained a letter relative to that event, copied from the "*Gibraltar Chronicle*," of 12th July, of which the following is an extract.

ALGIERS, 8th July, 1830.

"On the 14th June the French landed 17 miles distant from Algiers, they obtained possession of the heights West of the town, a series of attacks took place favourable to the French, and on the 3d July they attacked the main fort, (*Fuerte del Emperador*), they cannonaded it all that day, and from 5 o'clock on the following morning until 12, without any visible effect. At this period the Turks abandoned the fort and retired to the town, leaving stores of powder and preparations in order that the fort might be blown up the moment the French entered it, but by some mistake in the order it blew up previous to taking possession. General Bournonville summoned the Dey to surrender, giving him two days to capitulate, intimating that after that period he should assault the town, if a capitulation was not entered into. The troops in garrison hearing that the French General had made propositions, offered to send him the head of the Dey if he required it. In the end the Dey capitulated, upon condition that religion, persons and property should be respected, and that he should have permission to retire with some of his principal officers to Smyrna, or Malta.

The French have lost about 3000 men, including various officers, and 200 officers wounded, and a number of soldiers. The French line of battle ship *Prevence*, while firing upon the batteries, burst 2 guns which killed 36 men, she likewise received 2 balls between wind and water.

A Pacha with about 8000 Arabs was encamped 8 miles East of Algiers, and was in possession of a fort; several French centinels had been killed by his division during the night.

Many Turks stabbed themselves rather than be taken prisoners, and it is stated that in this respect traits of heroism have been displayed, of which there are few examples. Ten thousand French garrisoned the town and the forts, and 20,000 were encamped on the heights. It was reported that 20 millions of dollars had fallen into the hands of the conquerors, besides warlike stores. The Dey had signified his intention to retire to Leghorn in the ship *Breslaw*, (80 guns) and he requested that the British brig of war *Ferret* might accompany him as a guarantee for his personal security. According to the terms of capitulation: the Dey it was said left the City, taking with him nearly five hundred thousand dollars."

To the Editor of the British Packet.

Sir,—

As it will no doubt be satisfactory to the public to be informed of the exact amount of the receipts and disbursements, of the last Amateur Concert for the benefit of the foreign schools, I beg to hand, you the following account.

336 Tickets sold at 5 dollars, each	Dollars.	1680.
Paid for baitz	55	
Peons for removing sofas, chairs, piano, tuning, &c.	30	

Mr. Jackson for lighting rooms and for refreshments	200
Rehearsal expenses	53
Mr. Stevens	50
Carpenter's bill	80

443.

Nett proceeds, dls. 1232.

I beg at the same time to state that the school committee had nothing to do with the management of the Concert, nor were they aware of the expenses afterwards to be paid, the whole arrangements were left to myself.

At the time the public thanks were returned by the Treasurer, acknowledging the receipt of upwards of 1100 dollars, the amount of the expenditure had not been ascertained, nor was it in fact effected until this day, consequently a more correct account could not be given.

I remain Sir,  
your's respectfully  
GEORGE LORD.

Buenos Ayres, 7th September, 1830.

## FOREIGN MERCHANT VESSELS,

In the port of Buenos Ayres, on the 9th of September.

### BRITISH.

Brig Irene, Hewitt, loading for Liverpool.	
Do Hotspur, Mitchinson do	do.
Do Grecian, Bacon, do	do.
Do Portaña, Lowden, do	do.
Do Andrew Mc Kean, Mackay, do	do.
Barque Angerona, Redknapp, do for Cadiz.	
Do Monarch, Miller, do	do.
Do Lavinia, Langley, do	for Lon- [don.
Do Malvina, Norfor, do	do.
Do Vigilant, Thorp, do	do.
Do Lima, Smith, do	for Ant- [werp.
Do Pomona, Tessier, do	for [Brazilia.
Schooner-brig David Campbell, Moore, do for Valparaiso.	
Briz Promise, Grant, bound to the Brazils.	
Do Cognac Packet, Winby, discharging.	
Do Cleopatra, Walsh, do.	

### AMERICAN.

Ship Hamilton, loading for Havana.	
	[nah.
Brig Spark, Smith, do	do.
Do Forrester, Stoddard, do	do.
Do Ganges, France, do for Baltimore.	
Do Constitution, Robinson, do for Philadelphia.	
Do Bolivar Liberator, Garney, do for New York.	
Schooner-brig Joseph, Langdon, do	for do.
Ship Susan, Gardner, do	for do.
Brig Sally and Esther, Atkins, discharging.	
Do St. Joseph, Hyter, do.	

### FRENCH.

Brig La Bonne Emile, Vandereruger, discharging.	
	[ing.

### SARDINIAN.

Ship Principe Cristiano Augusto, Mascareilly, loading for Cadiz.	
	[loading for Cadiz.
Polacre Thetis, Pirangole, do	for do.
Brig Leon, Guiron, do for Parinaguas.	
Schooner-brig San José, Sardi, do for Brazilia.	
Polacre Virginia, Vacaro, discharging.	
Do Rosa, Corsanego, do.	
Brig Buen Amigo, Maggiolo, do.	

### BRAZILIAN.

Brig Constante, Silva, loading for Rio Janeiro.	
Do Poderoso, Francisco, do for Bahia.	
Do San Jose Americano, Silva, discharging.	

### HAMBURG.

Brig Lorenz, Schilderup, loading for Buhia.	
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### DUTCH.

Barque Five Brothers, Poodts, loading for Havanaah.	
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Galliot *Wilhelmina Frederica*, *Hölwadel*, do  
[for Amsterdam.]

DANI-H.  
Ship *Indianer*, *Schilknöcht*, loading for Ham-  
[burg.]

### Foreign Vessels of War.

BRITISH.  
Brig *Algerine*, Captain T. Ibot.

FRENCH.  
Brig *Faucon*, Capt. Querol.  
Do *Aigrette*, Capt. Thavenet.

At *Ensenada*.  
American brig *Palmar*, Williams, (taking in  
[ballast,] bound to Cape de Verdes.)  
Do Ship *Caroline*, Coutman, (to ballast,)  
[bound to do.]

## SHIPPING MEMORANDA.

### Arrivals at Montevideo.

August 30th—Brazilian brig *Enriqueta*,  
from Bahia and Rio Janeiro.

Do do *Orestes*, from Paragua.

September 2nd—Do schooner-brig *Bella*

*Angelica*, from Rio Grande.

French do *Emma*, from do.

Do *Corvette Emulacion*, from Rio Janeiro.

Sardinian brig *Penguin*, from Gibraltar.

4th.—Argentine packet brig *Independiente*,  
*Gahan*, from Buenos Ayres 2nd, and sailed  
same day for Rio Janeiro.

British brig *Adventure*, from Jersey and the  
Isle of Mayo.

Sardinian polacre *Corriet*, from Gibraltar.

Sailed from Montevideo.

September 4th—Oriental brig *Marianne*, for  
Rio Janeiro.

The Brazilian brig *Desenda Paz*, from Parua-  
gua, with yerba, was ashore near Cape St.  
Marys.

The Sardinian brig *Buen Amigo*, in her passage  
hither, got aground on the night of the 5th  
inst., in this river below the Embudo trees, but  
soon floated again some cargo having been  
taken from her by the pilot cutter *Louisa*.

The British brig *King Henry*, from this 4th  
June, was spoken on the line 21st July, by the  
American ship *Susan*.

The National schooner of war *Sarandi*, in the  
Inner Roads, fired a gun at mid-day on the 7th  
inst., and hoisted a red flag at the fore as a  
signal for punishment. A seaman was flogged  
on board according to the sentence of a Court  
Martial.

The Gun Boat No. 7 has been at anchor  
during the last week near the Guard vessel,  
(*Cacique*), in the Outer Roads.

The American ship *Martha*, *Hussey*, from this  
the 6th April for the *Havannah*, arrived at St.  
*Jago de Cuba* 30th May.

The National schooner-brig *Ana*, *Cuello*,  
from this 28th July, arrived at Rio Janeiro  
about 15th August.

The National brig *Joven Margarita*, *Pitten*,  
was to sail from Rio Janeiro on the 20th ult  
for Santos.

## MARINE LIST.

### PORT OF BUENOS AYRES.

September 4th.—Wind N. opposite coast  
visible.

Arrived American ship *Susan*, *Gardner*, from

New York 19th June, and Montevideo 2nd  
inst., with general cargo, to John Eschenburg.  
Passengers, Mrs. Dix, Messrs. C. L. Cadett,  
George Duncan, Uimer, and Mr. C. H.  
Kauffman, (Supercargo,) Messrs. Dewall, Gold,  
Bush, Huhn, Davenport, Francis, Krug  
British brig *Cl-opatra*, Walsh, from Liver-  
pool 9th June, general cargo, to McCrackan  
and Jamieson.

Passengers, Mr. and Mrs. White and daugh-  
ter; Mr. Robert White, Señor D. M. Vila,  
Messrs. James Mc Kewan, James Gallagher,  
Michael and John Fanell, Patrick Kierman,  
Patrick Munnay.

Brazilian brig *Poderoso*, *Francisco*, from Mon-  
tevideo 1st inst., with 16 rolls of tobacco, &c.,  
to Bertram, Chambers, and Co.

Oriental packet schooner *Agulla Primera*,  
*Soriano*, from Montevideo 3rd, to A. Martinez.

Brazilian brig *San José Americano*, *Silva*,  
from Paragua 14th ult., with yerba, rice and  
plank, to C. J. Moreira.

3 *zumacas* and 8 *balandras*, from the Parana,  
and Uruguay, with lime, hides, &c.

Sailed British brig *Braunston*, *Bayley*, for  
Cadiz, and Gibraltar,—despatched by John  
Appleyard, with 6967 dry hides, 27 bales with  
594 arrobas of horse hair, 300 barrels with 600  
quintals of salted beef.

(At night,) American brig *Delaware*, *Rogers*,  
for New York,—despatched by Zimmer-  
man, Frazier, and Co., with 43,700 horns, 1731  
dry hides, 428 calf and horse hides, 77 bales  
with 1138 arrobas wool, 19 do 2670 dozen  
nutria skins 7 do with 159 arrobas horse hair, 6  
do with 927 vicuña skins, 1 do with 40 dozen  
deer skins, 4 do with 600 horse hides, 1 do  
with 6 quintals cut hides, 1 do with 100 hog  
skins, 6 dozen swan skins, and 3 tiger skins.

Passengers, Messrs. Ralph Dorr, and Joseph  
Dorr.

September 5th.—Wind N. hazy.  
Several sail of small craft arrived from and  
sailed to the N.

Sailed (At night,) American ship *Thomas*  
*Gibbons*, *Baldwin*, for Baltimore,—despatched  
by Noble, Gowland, and Co., with 34,650 horns,  
3154 dry hides, 30 bales with 500 arrobas of  
wool, 3 do with 450 dozen nutria skins, 833  
horse hides.

Passenger Mr. Thomas Simpson.

September 6th.—Wind N.  
Arrived 5 *balandras*, from the Parana, and  
with hides lime, &c.

Sailed H. B. M.'s Ship *Lightning*, Captain  
*Thomas Dickenson*, for Montevideo, Valparaiso,  
and Ports in the Pacific.

September 7th.—Wind S.  
Arrived National cutter (pilot boat) *Louisa*,  
last from *Ensenada*.

Arrived National packet schooner *Bella Por-  
teña*, *Anderson*, from Montevideo 6th inst.,  
to J. and S. Lyons.

Oriental do do *Rosa*,  
*Moratorio*, from do 6th, to C. Galleno.

American brig *St Joseph*, *Hyster* from *Hav-  
annah* 20 May; Montevideo 5th inst., with  
rum, sugar, honey molasses, cigars, &c., to  
*Felix Frías*.

Sailed British brig *Gomer*, *Timothy*, for  
London,—despatched by J. & J. Thwaites,  
with 2500 salted hides, 7432 dry do, 4000  
horns, 2 bales with 43 arrobas of horse hair, 9  
do with 700 nutria skins, 3 do with 42 arrobas  
of ostrich feathers, 158 dozen of chinchilla  
skins, 1 ton skin bones.

13 sail of small craft to the N.

September 8th.—Wind N.W.  
Arrived Sardinian brig *Buen Anico*, *Mag-  
giolo*, from Rio Janeiro 8th ult., with sugar,  
rice, Cañá, &c., to J. Gestal.

(A part of her cargo was thrown over board  
when she was aground in the River.)

1 *zumaca* and 8 *balandras* from the Parana,  
with hides, lime, &c.

Sailed Brazilian brig *Eolo*, *Madeira*, for Par-  
agua,—despatched by J. Gestal, with 1181  
refused hides, 150 quintals of jiked beef,

Oriental packet schooner *Agulla Primera*,  
*Seriano*, for Montevideo.

### September 9th.—Wind N.

Arrived Sardinian polacre, *Rosa*, *Tomas*  
*Corsanego*, from Genoa 8th June; Montevideo  
7th inst., with wine, oil, and general cargo, to  
*Pedro Plomer*.

Sailed National packet schooner *Bella Porte-  
ña*, *Anderson*, for Montevideo.

September 10th.—Wind E.N.E. blowing  
fresh and rain.

Arrived National packet schooner *Flor del*  
*Río*, *Costas*, from Montevideo 9th, to Gaspar  
*Resa*.

The Gun Boat No. 7 came from the Outer  
Roads to the Inner Roads, this day.

## THEATRE.

Various plays have been performed during  
the week Allieri's tragedy of *Brutus* was re-  
presented on Tuesday last for the benefit of  
Señor Cogoy: the dresses and scenery were  
appropriate, and the play was altogether well  
got up.

Señor *Caceres* personated *Lucius Junius*  
*Brutus*. We thought him too declamatory and  
heroic in the last scene, when condemning his  
son to an ignominious death.

The house was well attended, and the boxes  
contained some fashionable dames.

## ADVERTISEMENTS.

### BRITISH FRIENDLY SOCIETY.

The Annual general meeting of the above  
society, will take place on Thursday 16th inst.,  
at 1 o'clock P. M., in the vestry of the British  
Episcopal Chapel: when the friends of the  
institution are respectfully requested to attend.  
By ord- of the committee.

G. RAMSAY, Secretary.

Buenos Ayres, 8th September, 1850.

## FOR SALE

A few pipes of very superior East India  
Madeira Wine. Apply to

GEORGE LORD.

No. 122 and 124 Calle de la Catedral.

## FOR NEW YORK.

Director, or to touch at a port of the *Brasilis*  
IF REQUIRED.

The fast sailing coppered ship *SUSAN*,  
*Joseph S. Gardner*, Master, is now unloading,  
will be ready to take in eight or ten days, and  
despatched in all this month; is 5½ years old,  
and can be insured in New York at the lowest  
rate. Has good accommodations for Passengers,  
and the greater part of her freight engaged.  
For freight or passage, apply to

JOHN ESCHENBURG, AND CO.

No. 22 Calle de la Paz.

About twenty-five tons of heavy goods will  
be taken at a low freight.

## PRICES CURRENT.

Doubletons, Spanish, 115½ a 116½ dollars each.

Do. Patriot, 113½ a 114½ do. do.

Plata Macuquina, 6¼ a 6½ dollars for one.

Spanish Dollars, 6½ a 7 dollars each.

Do. Patriot and Patacones, 6¼ do.

6 per cent. Stock, 77 per cent.

Bank Shares, 150 a 161 dollars each.

Exchange on England, 6¼ per dollar.

Do. on Rio Janeiro, 175 p. ct. prem

Do. on Monte Video, 400 do. do.

Do. on the United States, 13½ a 14 cents.

Hides, Ox, best, 35 a 36 dollars per pesada.

Do. country, 30 a 32 do. do.

Do. do. weighing 23 to 24 lbs., 28 a 29 do.

Do. salted, 26 a 27 pesada.

Do. Horse, 10 a 11 dollars each.

Nutria skins, 13 a 14 dollars per dozen.

Chinchilla, 42 do.

Wool (common,) 4½ a 5½ dollars per arroba.

Hair, long 30 a 31 dollars per arroba.

Do. mixed, 22 a 23 do. do.

Jerked Beef, 13 a 13½ dl per quintal.

Horns, best, 600 a 650 dollars per mil.

Flour, (North America) 66 a 68 do. p. bbl.

Salt, 12 a 13 dollars per fanega on board.

Discount, 2½ a 2¼ per cent.

The highest price of Doubletons, during the  
week 116 dollars. The lowest price, 113 dolars.  
The highest rate of Exchange upon England  
during the week, 6¼. The lowest do. 6½.