

THE

British Packet,

AND

ARGENTINE NEWS.

No. 296.]

BUENOS AYRES, SATURDAY, 21st APRIL, 1832.

[Vol. VI.]

BUENOS AYRES.

The arrival of the United States Squadron in this River has formed the chief topic of conversation during the week. The sloop-of-war Warren, and schooner-of-war Enterprize, — under the command of Commodore Rodgers, arrived in the Outer Roads of this port, on Wednesday last; a boat from them with a Lieutenant came on shore on Thursday morning, but, we believe, had no communication with the Port Office, or any of the Authorities here. A considerable crowd had collected at the landing place, when the boat arrived. The Lexington remains at Montevideo, this circumstance has been noticed as being considerate and conciliatory, on the part of the American Commodore; for it cannot be concealed that irritation exists amongst the natives of this country, in regard to the late operations at the Falkland Islands. The arrival of the Minister (Mr. Baylies,) from the United States, is anxiously expected, every thing then we have no doubt will be satisfactorily arranged.

The American Commodore on this station is, we believe, the brother of Commodore Rodgers, who commanded the Ship President, in the action with the Sloop-of-war Little Belt, some years since.

The discussion between this Government and the United States, relative to the right of the former to the Falkland Islands, will be interesting and important. It will no doubt chiefly turn upon the disputed point whether these Islands belonged to Spain, or to Great Britain; if to the former this country will claim possession as inheritor of Spanish dominion in this part of the world; the Falklands (or Malvinas,) having formed a part of the vice-royalty of Buenos Ayres.

Another question may possibly be broached, that the state of abandonment in which these Islands were left for a number of years, rendered them and the fisheries in their neighbourhood, the common property of all nations.

In another part of our paper will be found some particulars of the misunderstanding which occurred between Spain and England, on the subject in question. It would seem that no final arrangement had taken place, as to which Power these "barren Islands," as they were then termed belonged.

COLONEL P. ROJAS.

In a former number we mentioned that the sentence of death awarded against this officer for the murder of his wife, had been commuted to banishment from this Province for the term of 8 years—he accordingly embarked on Saturday last, in the schooner Flor del Rio, for Montevideo. The Government, however, in an official document dated 16th inst., has stated that in consideration of the services of Col. Rojas, and that even in his sentence of banishment, he still held the rank of Colonel, and for

various other causes, which is expressed in the document, the Government, in virtue of the ordinary and extraordinary powers with which it is invested, had entirely remitted the sentence against him, leaving him at full liberty to return hither and resume his military career.

The House of Representatives of the province of Santiago del Estero, in a sitting on 14th ult. passed a vote that the said Province should join the alliance with the boundary Provinces, and appointed D. Urbano Iriondo as Commissioner to the Representative Committee thereof.

A communication from the Governor of the province of Santiago del Estero, (Don Felipe Ibarra,) dated Santiago 14th ult., to the Governor of the province of Santa Fé, notices that some merchants in Buenos Ayres had made a claim for the restitution of property belonging to the ex-Governor of Tucuman D. José Frías, and others; and stating that such claims ought not for a moment to be listened to, recollecting the crimes the parties had been guilty of, in promoting the late civil war, that Don José Frías had written an order to the troops under his command to destroy all the houses in the city of Santiago, leaving only the post houses necessary for transient visitors.

The Governor of the province of Corrientes, (D. Pedro Ferré,) has issued a proclamation to the inhabitants of that province, dated Corrientes 20th ult., congratulating them upon the peace which now reigns in every portion of the Argentine Republic, and on the election of Col. Pascual Echagüe as Governor of the province of Entre Ríos.

A communication from the same to the Governor of Santa Fé, Brigadier General Don Estanislao Lopez, dated Corrientes 21st ult., in acknowledging the receipt of the letter, wherein Governor Lopez states his resignation of the command of the Confederate Army, states that the peace which the Republic now enjoys, and the liberty which each province has to be governed by its own institutions, were chiefly owing to the firmness and constancy which Governor Lopez displayed in the direction of the war.

The Governor of the province of Santa Fé, in a communication dated 12th ult., expresses his acknowledgments to the House of Representatives of the province of Buenos Ayres, for the eulogies bestowed upon his conduct while in command of the Confederate Army.

The Weather.—It has been extremely sultry during the week. Rain would be most desirable.

Correspondence to be forwarded by H. B. M's Packets, will be received as heretofore at the Commercial Rooms.

OFFICIAL DOCUMENTS.

A decree dated Buenos Ayres, 13th inst., provides various regulations respecting the trading transactions with the friendly Indians.

A decree dated 18th inst., ordains that after 90 days from the publication thereof, no person shall have a Shop, Tavern, Grocery, or any establishment of traffic, in the whole extent of the country districts without permission from the Government, in addition to the requisites ordained in former decrees still in force, under penalty of 500 dollars, to be applied as the Government may direct; besides the houses of the infractors closed. An exception is made in favour of Patagonia, where this decree is not to take effect until 8 months after its publication.

MONTEVIDEO.

The schooner Adelaide brought us papers from the above city to the 18th inst.—they contain news of some importance relative to events in other regions. Accounts have been received in Montevideo, (by way of Rio Janeiro, we presume,) that the expedition fitted out in France, by the ex-Emperor of Brazil, against Portugal, had sailed for its destination on 15th February. The *Universal* of 17th inst. contains the proclamation issued on the occasion, signed by the ex-Emperor, under his present title as Duke of Braganza. It contains long details of the tyranny of King Miguel, and the misery he has inflicted upon Portugal.

The *Universal* of 16th inst. has the particulars of an attempt made at Rio Janeiro, by the Republican party, on 3rd inst., to overthrow the Government. It was headed by a Major Frías, and some other military officers. They were, however, instantly attacked by the National guard and troops of the line, several of the revolutionists were killed, many taken prisoners, and they were totally routed.

Part of the operatic corps from Rio Janeiro, consisting of the Señoras Piacentinas, have arrived at Montevideo on their way to Buenos Ayres. The Montevideo paper in announcing their arrival, do not state any thing relative to the other charming songstress Doña Angela Tani.

To the Editor of the British Packet.

SIR :

It appears from your last number that I have raised a nest of drones, who, although stingless are notwithstanding troublesome, and it is but natural to wish oneself quit of them—your correspondents "Industry and Enterprize," after indulging, no doubt to the infinite gratification and amusement of many of your readers in talking of "contemplative moments," "sinister motives," "ebullitions of an agitated mind," and such like *balderdash*, foreign to the question, at once admits the correctness of my objections against this quixotic project—*I will take their own words for it: "our accustomed industry, on which we depend, happily furnishes us with a competent remuneration any where!"—what need then of forming emigration societies?—your correspondents are certainly most subtle reasoners—the folly of getting up such a society must be apparent to every one, who has not a direct interest in the question. The remaining part of the communication of "Industry and Enterprize" is not worthy of notice, from its invective, personality and total want of argument.*

The jargon of your correspondent "Constant Reader" I profess not to understand—I suspect that he with his chosen band of brothers Messrs. Bauldy, Jack and Mungo, must have been sacrificing to the "rosy god" as well as criticising the *British Packet*; I am afraid that your would-be humorous correspondent has mistaken scurrility for wit.

With regard to "Jack Plain Driver," I would inform him that my objections are founded on practical experience, having been witness to more than one of the miserable failures of emigration societies, even when protected by the "fostering hand" of a powerful Government,—his boasted "accumulated information," I care nothing about, nor do I require his professed acquaintance; no doubt at Swan River he will find the "Utopia" of his imagination, "where frail human nature ereth not." But what can be said of a man, like "Jack Plain Driver," who after having admitted that he has been successful in this country, all at once turns round and libels the whole community when a continuance of that success became doubtful:—had fortune still favoured his concerns, depend upon it we should have heard nothing from him of the miserable cant of contamination.

Your correspondents, instead of answering my objections have rather added weight to them: their personal invectives and clumsy attempts at wit I laugh at; telling them that for once they have mistaken their man.

Furthermore, Mr. Editor, I beg leave to state that I have no personal interest in this question, more than to warn my fellow-countrymen not to be led away by misrepresentations, for however small their expectations may be, most assuredly they will be disappointed; and if I should succeed in one single instance I shall not think my time has been thrown away.

CANDOUR.

The following extract from Miller's History of the Reign of George the III., relative to the dispute between Great Britain and Spain, in the year 1770, in regard to the Falkland Islands, may not be uninteresting at the present moment.

"At this time the attention both of the public and of government was called of to the probability of a rupture with Spain. A frigate from the southern ocean which arrived at Plymouth on third of June, brought advices of a formal warning given by the Spaniards to the English to quit a settlement lately made at Falkland Islands, though sanctioned by the double right of discovery and possession. These Islands which are situated at a small distance from the southern extremity of America, were first observed by captain Davies in the year 1690, but did not receive their present name till the reign of William III. They were afterwards visited by some ships belonging to St. Malois, whence they were called the Malouines by the French, rather from an impulse of national vanity, than from any conviction of the validity of their title. The rigour of the climate, the sterility of the soil, and the exposure of all the Islands to that coast to almost perpetual storms even in the summer months, were such discouraging circumstances, that above a century and a half elapsed before any European nation attempted to make a settlement there. It was first remarked by lord Anson, on his return from his famous voyage round the globe in 1744, that a possession of a spot to the southward of the British would be of a signal service to future navigators for refitting their ships, and providing them with necessaries, previous to their passage through the Straits of Magellan, or the doubling Cape Horn; and among other places eligible for this purpose, he specified Falkland Islands. About ten years after, on his lordship's advancement to the head of the admiralty, a plan in conformity to his ideas, was on the

point of being carried into execution; but strong remonstrances against it being made by the King of Spain under the old pretence of his exclusive right to all the Magellanic regions, the project, though not expressly given up, was suffered to lie dormant. It was revived in the year 1764, under the auspices of lord Egmont, who then presided at the admiralty board, and by whose advice commodore Anson being sent out to take possession of those Islands, executed the order with the usual formalities; made a settlement; and erected a small fort in the vicinity of a commodious harbour, to which the name of Port Egmont was given. It happened that about the same time a settlement had also been made, and a fortress erected by the celebrated French navigator M. de Bougainville on another of those Islands to the outward of the English settlement, under the name of St. Lewis. But in consequence of the representations of the Court of Madrid to the Court of Versailles, this was yielded up in 1766 to the Spaniards, who changed its name to Port Soledad. Towards the close of the year 1769, captain Hunt, of the *Tamar* frigate, cruising off the Islands, fell in with a Spanish schooner belonging to Port Soledad, and, greenly to what he conceived to be his duty, charged the commander of the schooner to depart from that coast, as it was the property of his Britannic majesty. The schooner obeyed: but soon returned with an officer on board, bringing with him a letter from the Governor of Buenos Ayres, addressed to captain Hunt, in which the Governor in his own name warned the captain to depart from a coast belonging to the King of Spain; but on the supposition that captain Hunt's touching at those Islands was merely accidental, the Governor expressed his earnest desire to show him all possible civilities. Captain Hunt in reply again asserted his sovereign's right with some warmth, and threatened to fire into the Spanish schooner, upon her attempting to enter the harbour. This produced a long altercation by letters between the captain and governor, during which two Spanish frigates, with troops on board for their settlement, arrived at Port Egmont, under pretence of wanting water. The commander-in-chief wrote to captain Hunt expressing great surprise at seeing the usual appearances of an English settlement there, charging him with a violation of the last peace, and protesting against the act in all its parts, at the same time declaring that he would abstain from any other proceeding, till he had acquainted his catholic majesty with this disagreeable transaction. Captain Hunt repeated his former arguments on the question of right; but as soon as the Spanish frigates, after receiving a supply of water, proceeded on their course, he set sail for England, in order to inform government of what had taken place, not thinking it advisable to run any farther risk on his own authority. Two small sloops, the *Favorite*, capt. Malby, and the *Swift*, captain Farmer, formed the whole force that remained upon the station.

"The *Favorite*, one of the sloops which had been left at Port Egmont, arrived off the Motherbank, near Portsmouth, on the twenty-second of September, and brought intelligence, that soon after captain Hunt's departure, five Spanish frigates and some smaller vessels, with all the apparatus necessary for a regular siege, appeared before Port Egmont. Capt. Farmer, the commandant, made some preparations at first to defend the place, but finding it utterly untenable, submitted, after a few shots were fired, to a capitulation, by which he and the garrison were allowed to evacuate the settlement, and to carry with them what stores they could, the Governor of Soledad being made answerable for the remainder. The Spanish commodore, not choosing, however, that very early intelligence of this outrage should be conveyed to England, enjoined the two captains Farmer and Malby not to sail without his permission; and in order to insure compliance, caused the rudder of the *Favorite* to be taken

off and kept on shore for twenty days, when it was restored, and the sloop permitted to depart."

This conduct of the Spaniards caused considerable excitement in England, and preparations were made for war with Spain—however, on the 22nd January, 1771, the Minister (Lord North), stated to Parliament, that the Spanish Ambassador had that morning signed a declaration with which his Majesty was satisfied; and which should be laid before the House.

The work above cited then states as follows.

"After the papers relative to the affair had been submitted to the inspection of both Houses, warm debates rose on the terms of the Spanish declaration, which the members of the opposition asserted to be inadequate and insecure, because though it contained an explicit disavowal of the violence used at Port Egmont, and an engagement to restore every thing there precisely to the state in which it was before the tenth of June, 1770, it still left room for future disputes, by adding 'that his Catholic Majesty did not consider this restitution as any wise affecting the question concerning the prior right of sovereignty of the Islands.' But addresses of thanks and approbation were concurred by a majority of almost three to one in the lords, and of nearly two to one in the commons. They affirmed that the atonement made for the aggression was as ample as could justly be required; and that ministers would have been in the highest degree reprehensible, had they involved the nation in a war for the sake of so insignificant an object as the reserved pretensions of Spain to one or two barren spots under a stormy sky in a distant quarter of the globe. The possibility of a similar dispute was precluded by the total evacuation of that settlement about three years after."

Much curiosity was excited in this city, by the arrival from Rio Janeiro, on 15th ult. in the Packet *Lyra*, of a Mr. and Mrs. John Harvey, and a girl about 13 years of age.—The gentlemen gave out that he was a Member of the Royal Yacht Club—that his yacht was lost on the coast of Brazil, and that his visit here was "pour passer le temps;"—he wore a sort of uniform blue jacket with three-anchor buttons, and a profusion of gold chains—he had also a gold watch in his waistcoat pocket, which he was fond of showing, stating that it had the cypher of the Prince of Saxe-Coburg. In age, he appeared to be bordering on 60, although he stated himself to be only 44.

From his first appearance in this city he was strongly suspected to be a *caballero de industria*, he seemed very soon aware of this—he endeavoured to negotiate some nots, which he said were of the Bank of England, and others of the Bank of Montreal, (and probably they were so,)—he had a considerable quantity of gold coins (napoleons, sovereigns, &c.) On Sunday last he embarked on board the brig *George* for Hamburg, which sailed with him on the following evening. (The two ladies had previously gone in the Packet *Lyra*,)—and, but for a most singular circumstance he might have left this city with suspicion only attached to him. On the evening of Sunday a part of the *New-York Gazette* of 29th September, 1830, was picked up in the Plaza de la Victoria, wherein his name is fully detailed. It is singular that after such an exposure, (which he must have known,) he should still continue the same name, the same attire and travel with the same persons. The lady, (reported to be his wife) is French, at least she speaks English with a French accent, and very imperfectly.—She seems about 40 years of age, and has very pretty eyes.

The following is a copy of the paper above named.

"The *Quebec Gazette* of the 20th inst. gives

the following account of a great swindler, who it was supposed had gone to Boston:—

“Since Tuesday last an extraordinary excitement has been created among the mercantile part of the community, owing to the reported disappearance of a person who had established a species of Banking and Exchange Office in St. Peter-Street, and who had built a vault for the security of his treasure, a part of which, in gold coins, (real or forged) was every day artfully exposed in a cased window. It appears that he arrived in May, from Belfast; he brought no letters of introduction, but said he was a brother of a Member of the English House of Commons, and was himself worth 60 to 80,000*l*. He carried about his person heavy gold chains, and exhibited on every occasion handfuls of sovereigns.

“The credit this person enjoyed was at first not considerable, and certainly those who observed his proceedings closely took him for a swindler. However, he gradually gained confidence; he advertised bills of exchange and English gold for sale, went so far as to ask deposits in his bank, offering payment for interest: he deposited a few hundred pounds in each of the banks. He sold his bills and took notes of hand payable conditionally on the acceptance of the bills, but required an advance of cash, in some instances 10 to 25 per cent. and when his credit was improved, 60 to 8 per cent. others paid him in full. He purchased exchange from other houses, which he sold at a loss to get the money into his hands; still few had suspicion of him. To complete the whole, he became a horse-racer—purchased in most part the celebrated horse *Filho*—set up as a Member of the assembly of the county of Devon, in this district; and said that his horses and carriage had arrived at Halifax, and were to be in time to drive down to the poll four in hand.

“As owner of *Filho* he set out for Montreal on Friday week last, where he was to bet largely. Monday turning out a bad day, and there being no races, he started for Laprairie, sending a note by a porter that he had returned to Quebec, and would call for his baggage. A gentleman, a large sufferer, who had gone up with him, and others, soon suspected that he had taken sudden leave. His baggage was examined, and a few dirty shirts found. In this mean time pursuit was determined upon.

“Since this period no direct information has been received from the person in pursuit, but the fugitive is known to have asked a driver if Burlington was the best place to turn off for Boston.

“After the news had reached Quebec, the sufferers began to look about them; the money left in the banks, (said to be somewhat above 300*l*) was seized, as also the property in the house used as the place of business. It is differently estimated that the sums carried off are between 6 to 10,000*l*. The losses fall heavily upon several persons. A lady and little girl, who commonly went by the fugitive's name, but entered on the steam-boat's hook by another one, went up to Montreal on Tuesday last, the same night that the news that he had left Montreal reached here. Her behaviour on board indicated that she was aware of the person's flight.”

The Montreal Gazette of the 23rd contains the following paragraph relative to the above individual:—

“In the course of the summer, an individual calling himself J. W. Harvey established himself as a private banker in Quebec. Though unprovided with letters of credit usual on such occasions, he commenced selling exchange on London to a considerable amount. Those who objected to paying before the fate of the bills was known, had exchange given them on their simple acknowledgment; others gave deposits on the amount of 10 to 25 per cent. while others less wary, paid the full amount. Harvey also discounted bills to a great extent, and pur-

chased gold to a considerable amount. On pretence of being present at the races here, he arrived in this city on Sunday evening from Quebec. It will be recollected that the races on Monday were postponed on account of the weather. On that evening the keeper of the hotel, where he took up his residence, received a note from him, stating that in consequence of the races being postponed, combined with the circumstance of his feeling himself indisposed, he had determined on returning to Quebec, and requesting him to mention his having done so, should he be enquired for by those who had accompanied him from Quebec. It was, however, discovered on Tuesday, by accident, we believe, that the worthy banker, instead of proceeding to Quebec, had been seen crossing the river to Laprairie. Suspicion was consequently aroused that he had absconded to the States, and Mr. Robert Shaw, of Quebec, to whom he was indebted, determined on an immediate pursuit. Mr. Shaw joined the Franklin steamer on Wednesday, and by extra speed in travelling got to Albany the following afternoon. He there discovered that Harvey, passing by the name of Hope, had proceeded that morning to New-York, and therefore determined on following him immediately to that city. M. S. reached New-York the next morning, and, having procured a writ against H. for the money

he owed him, had him placed in confinement. The villain, in order to make his escape, then swore that Mr. Shaw was indebted to him in the amount of 18,000, and on this sham action Mr. S. found himself arrested. Being speedily released by his friends putting in bail, Harvey saw it was needless to refuse any longer coming to terms, and accordingly offered to settle with Mr. Shaw's demand upon him. When about to leave the prison to carry this into effect, Mr. E. O'Hara, of Quebec, who had subsequently left this city in pursuit, made his appearance, and had him again arrested. Harvey, having settled the demands which these gentlemen had against him, amounting reports says, to 3,000*l*, was released next morning. It is not known what course he had taken. It is supposed that he had previously been guilty of similar malpractices in the States, and what favours this opinion was his extreme anxiety to be released, after he became aware that the New-York papers had noticed the circumstance of his commitment to goal.”

Mr. O'Hara, (one of the individuals defrauded by Harvey,) arrived in B. Ayres on 16th February, in the brig Buenos Ayres, from New York—and only quitted it for Rio Grande, a few days prior to the arrival here of his defrauder.

FOREIGN MERCHANT VESSELS IN THE PORT OF BUENOS AYRES, ON THE 16th OF APRIL.

VESSELS AND CAPTAINS' NAMES.	CONSIGNEES.	DESTINATION, &c.
BRITISH.		
Brig Jarrow, Sutton,	I. H. Nobillard and Co.	Loading for Liverpool.
Brig Susannah, Dunn,	John Miller and Co.	do do.
Brig Catherine Ann, North,	S. Lezica Bros.	do do.
Brig Seamanston, Rogers,	Rodger, Bred and Co.	do for Gibraltar for orders.
Brig Scott, Irving,	Alfred Barber.	do for Tainmouth for orders.
Brig Brilliant, Mordaunt,	Parlane and Macalister,	do for the Continent of Europe.
Brig Harriet, Lewis,	S. Lezica Bros.	do calling at a Port in England.
Brig Harriot, Mowley,	Puel, Rodriguez and Co.	do for London.
Barque Byker, Brade,	George Lord.	Montevideo, to load for Cork for orders.
Brig Elizabeth, Mc Gaa,	Rodger, Bred and Co.	Discharging.
AMERICAN.		
Ship Galaxy, Sullivan,	Zimmerman, Frazier and Co.	Loading for New-York.
Brig Charles Devreux,	Dorr and Rejncke.	do do.
Brig David Maffet, Chambers,	Dowdall and Lewis.	do for Boston.
Brig Tallman, Williams,	Dorr and Rejncke.	do for Bahia.
Brig J. Ashman, Burkhardt,	Grogan, Penbock and Morgan.	Philadelphia.
Ship Moss, Mc Quillon,	Zimmerman, Frazier and Co.	Discharging.
Schooner-Brig Emily, Cook, Rogers,	Davison, Dorr and Co.	do.
Schooner Harriet, Davison,		Under detention.
FRENCH.		
Brig Hermine, Secret,	Garnier, Bros.	Loading for Havre do Grace.
Brig Scagalar, Soubertou,	Guerin, Seris and Co.	do do.
Ship Adèle, Barrey,	Blanc and Constantin.	do do.
Brig La Bonne Amélie, Bouteil,	Dolnoi Bros.	do do.
Brig Le Solide, Macquet,	Puel, Rodriguez and Co.	Discharging.
DANISH.		
Brig Tauton, Bendixen,	S. Lezica Bros.	Loading for Falmouth for Orders.
Brig Charlotte, Wippell,	S. Lezica Bros.	Hamburg.
HAMBURG.		
Brig George and August, Witroek,	J. J. Kieck.	Loading for Antwerp and Hamburg.
Brig Lorenz, Schieldorup,	Zimmerman, Frazier and Co.	do for Baltimore, calling at Montevideo to finish loading.
BREMEN.		
Brig Cesar, Deitjen,	S. Lezica Bros.	Loading for Bremen.
Ship Eagle, Koch,	Zimmerman, Frazier and Co.	Havannah.
BELGIAN.		
Galliot Antonius, Lange,	Charles Bunge.	Loading for Antwerp—calling at Falmouth.
SARDINIAN.		
Palanca Virtud, Gasola,	Pedro A. Plomer.	Loading for Cadiz, Barcelona & Genoa.
Brig General Americano, Barbosa,	Rozaval Bros.	do for Cadiz, Gibraltar and ports [in the Mediterranean.
Brig Temitocles, Chevesco,	Cornat and Prat.	do do.
Palanca Concepcion, Banculara,	J. Gasal.	do for ports in the Mediterranean.
Ship Carlotia, Vialle,	Davison, Dorr and Co.	do for Montevideo & Rio Janeiro.
Brig General Fiametta, Sacchi,	Pedro A. Plomer.	Ports in the Mediterranean.
Sch. b. Dolino Victorioso, Dalorso,	Amadeo and Caprile.	Discharging.
Brig Buca Amigo, Campano,	José Gestel.	do.
BRAZILIAN.		
Br. Nuestra Sra. de Ayuda, De Penn,	José Gastel.	Loading for Pernambuco.
Zunaca Ponamiento Feliz, Labrador,	M. A. Ramos.	St. Catherine's.
Schooner Belta Eliza, J. Sousa,	Manuel Carreras.	Uncertain.
Barque Pluminosa, Santiago,		do.
Diate Buena Novo, Maderos,	Manuel Carreras.	Discharging.

FOREIGN VESSELS OF WAR.

AMERICAN.—Corvette Warren, Commodore G. W. Rodgers; Captain Benjamin Cooper. Schooner-of-War Enterprise, Captain S. W. Downing.

SHIPPING MEMORANDA.

Arrivals at Montevideo.

April 13th.—French barque, La Belle Gabrielle, from Bourdeaux 17th February.

Dutch galliot Cornelius Henry Tromp, Borchers, from Rio Janeiro.

Brazilian patache Maria, from Rio Janeiro. —(She got aground near the English Bank, and threw some of her cargo overboard.)

MARINE LIST.

PORT OF BUENOS AYRES.

April 14th.—Wind E.

Nothing arrived.

Sailed Brazilian zamaca Buen Fin, Olivera, for Santos,—despatched by M. Ramos, with 300 quintals jerked beef, 250 sheep skins, 250 fanegas suit.

Oriental packet schooner Fior del Rio, Costas, for Montevideo.

The American brig Gazelle, and National schooner-brig Jacinta, were under weigh this evening in the Inner Roads.

April 15th.—Wind E.—lazy in the morning.

Nothing arrived.

Sailed American brig Gazelle, for Boston,—despatched by Rodger, Breed and Co., with 9880 dry hides, 1386 salted do., 10,000 shin bones, 5600 horns.

National schooner brig Jacinta, Ure, for Bahia Blanca,—despatched by I. A. Rivero, with effects.

April 16th.—Wind N.N.E.

Arrived American ship Moss, Mc Quillen, from Philadelphia 5th February; Montevideo 14th inst., with 1200 barrels flour, and general cargo, to Zimmerman, Frazier and Co.

French brig La Bonne Amella, Bontiel, from Havre de Grace, 17th February, with general cargo, to Doinel Bros.

Sardinian brig Buen Amigo, Campiano, from Cadiz 22nd January, with wine, paper, and a general cargo, to J. Gestal.

National schooner San Juan Bautista, Dos Santos, from Santos, with 847 bags sugar, to M. A. Ramos.

Oriental packet schooner Rosa, Moratorio, from Montevideo 14th, to C. Gallieno.

National schooner (pilot boat) Star of the South, from a cruise in the river,—(and sailed again same evening.)

13 sail of small craft from the N., with hides, wool, &c.

The British brig George, do sch. brig Commercial Packet, and American sch. brig Pilgrim, were under weigh this afternoon in the Inner Roads.

April 17th.—Wind E.N.E.

Arrived British brig Elizabeth Mc Gaa, from Liverpool 28th December; Island of Mayo 3rd March. Montevideo 14th inst., with 1750 fanegas suit, 30 tons coals, and a general cargo, to Rodger, Breed and Co.

Sailed (during the last night,) British brig George, Rothery, for Hamburg,—despatched by Charles R. Horne, with 26,150 horns, 362 bales wool 18 arrobas in each, 2 do deer skins, 60 dozen each, 1700 dry hides, 22 bales sheep skins, 20 dozen each, 8 do mixed horse hair 125 arrobas, 4 bales horse hair 25 arrobas each.

Passengers for England.—Mr. and Mrs. Edward P. Capper and child, Mr. Norton, and Mr. John W. Harvey.

British schooner-brig Commercial Packet, Jeffery, for Liverpool,—despatched by Charles R. Horne, with 8 bales nutria skins with 694 dozen, 4 do with 926 vicuña skins, 43 do wool, with 1000 arrobas, 15 do do 17 arrobas in each, 5 do with 177½ arrobas horse hair, 5 do, do with 26 arrobas in each, 14 do with 100 dry

hides in each, 1594 salted do., 19 bales sheep skins, 3 bales with 2000 horns, 375 horse hides.

American schooner-brig Pelgrim, Rice, for Boston,—despatched by Davison, Dorr and Co., with 1076 salted hides, 20 bales sheep skins 18 dozen in each, 25 do do 22 dozen in each, 19 do horse hair 22 arrobas in each, 31 do cut hides 26 arrobas in each, 26 do bergars 16 arrobas in each, 2 do with 450 pounds rags, 2000 horns 50,000, ox hoofs, 30,000 shin bones.

National schooner of war Sarandi, Captain Pinedo, to the Northward.

11 sail of small craft to the N.

April 18th.—Wind N.

Arrived United States sloop-of-war Warren, Commodore G. W. Rodgers, Capt. Benjamin Cooper.

(She had the Commodore's flag at the main.)

Do schooner-of-war Enterprize, Capt. S. W. Downing—both from Rio Janeiro 30th ult.; Montevideo 16th inst.

Brazilian diate Buena Novo, Maderos, from Campos 1st inst., with general cargo, to Manuel Carreras.

Sailed Oriental packet schooner Aguila Primera, Soriano, for Montevideo.

April 19th.—Wind N. shifted at mid-day to S.,—with rain.

Arrived American schooner-brig Emily Cook, Rogers, from Maldonado 17th inst., with wheat, to Davison, Dorr and Co.

Oriental packet schooner Adelalde, Bisso, from Montevideo 18th., to J. S. Lyons.

Sailed National schooner Caroline, Densmore, for Rio Grande,—despatched by Noble, Gowland and Co., with a general cargo of effects.

April 20th.—Wind S.S.W.

Nothing arrived.

Sailed (at night,) American schooner-brig Napoleon, Trott, for Philadelphia,—despatched by Noble, Gowland and Co., with 8000 horns, 7059 dry hides, 2 bales nutria skins 55 dozen in each.

Passengers.—Mr. and Mrs. Mangin and family, Mrs. Charles Oddis and child, Mrs. Pounder, Messrs. Wells and Bose.

We understand that on Monday, (being St. George's day,) a match will be played by the Members of the Buenos Ayres Cricket Club, on their ground near the Socorro Church. The wickets to be pitched at 9 o'clock.

ADVERTISEMENTS.

WANTED TO RENT,

AN INTERIOR LARGE ROOM or SALA to serve as a School-room for the Buenos Ayres Foreign School. Any family having such a room to spare in the premises which they occupy, or contemplating the hire of such as have more accommodation than they require,—are requested to make their proposals to

JOHN C. ZIMMERMANN,

No. 94 or 87 Calle de la Paz.

ENGLISH SHOES!!!

GENUINE and fresh English shoes [abotinados] of the best quality, and square toes, selling at W. HAYTON'S store.

No. 62,

Calle de Cangallo, at the reduced price of 20dol. per pair, and if 2 or 3 pairs are taken a further reduction of one dollar per pair.

Gentlemen's English made clothing of the best quality, at very moderate prices; also boots cloaks, hats shirts, cravats, &c. &c. &c.

BUENOS AYRES BRITISH SUBSCRIPTION LIBRARY.

THE Subscribers to the present Institution, are respectfully informed that a General Meeting for the purpose of forming a Permanent Library, will,

be held at Mr. Hill's, No. 30, Calle de la Catedral on Monday the 30th inst., at 6 o'clock in the evening.

W. GILPIN, Secretary
Buenos Ayres, 19th April, 1832.

WANTED,

AT FAUNCH'S HOTEL a chambermaid and porter.

JAMES NOTT, HAIR CUTTER AND DRESSER,

No. 35, calle de la Paz,

(ADJOINING THE HOTEL DE LA PAZ;)

RETURNS his sincere thanks to his Friends and the Public, for the great patronage he has received since he has commenced business in this city, and respectfully states that in his present residence he has most superior accommodations for his customers, and trusts that he shall be assured with a continuance of their favours. To the above profession, and the manufacture of artificial hair, the said Mr. Nott has devoted 25 years of study and experience in the first establishments in London; and, therefore, trusts his friends and the public will be convinced of his thorough knowledge thereof.

Ladies and gentlemen waited on at their own habitations, with the utmost punctuality.

J. N. having invented an apparatus on a new and superior principal for grinding razors,—he offers his services in this respect to gentlemen, who may prefer shaving themselves.

Wigs and curls of all descriptions, made with the greatest approximation to nature.

TO LET.

A MODERATE SIZED HOUSE, having a very commodious Store, in an excellent situation for business. Apply

At No. 13, calle de Chacabuco

We regret that want of room, has prevented the insertion of the communication from Mr. John Whitaker. It shall appear in our next.

PRICES CURRENT.

Doubloons, Spanish, 113 a 113½ dollars each.

Do. Patriot, 111½ a 112½ do. do.

Plata Macuquina, 6½ a 6½ dollars for one Spanish Dollar, 7 dollars each.

Do. Patriot and Patacones, 6½ a 6½ do

6 per cent. Stock, 44 a 45 per cent.

Bank Shares, 140 a 142 dollars each.

Exchange on England, 7 per dol.

Do on Rio Janeiro, 220 a 225 p. ct. prem.

Do. on Monte Video, at par.

Do. on the United States, 6½ dollars,

per U. S. dollar

Hides, Ox, best, 31 a 33 dollars per pesada.

Do. country, 30 a 33 do. do.

Do. do. weighing 23 to 24lbs., 27 a 29.

Do. salted, 22½ a 23½ pesada.

Do. Horse, 7 a 7½ dollars each.

Nutria skins, 18 a 28 dollars per dozen.

Chinchilla, 35 a 40 do.

Wool (common,) 7 a 7½ dollars per arroba.

Hair, long 28 a 33 dollars per arroba.

Do mixed, 13 a 18 do. do.

Jerked Beef, 15 a 18 dl per quintal.

Horns, 330 a 900 dollars per mil.

Flour, (North America) 48 a 58 dols. p. bbl.

Salt, 6½ a 9 dollars per fanega on board.

Discount, 1½ a 2½ per cent.

The highest price of Doubloons, during the week 113½ dollars The lowest price 111 dols.

The highest rate of Exchange upon England during the week, 7 The lowest do. 6½

This paper is published every SATURDAY, price SEVEN DOLLARS per Quarter. All communications to be addressed to No. 59, Calle del 25 de Mayo where subscriptions are received.

ALEXANDER BRANDER, Responsible Editor.

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