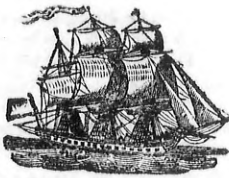


British Packet



AND

ARGENTINE NEWS.

No. 335.]

BUENOS AYRES, SATURDAY, 19th JANUARY, 1833.

[Vol. VII.]

BUENOS AYRES.

THE FALKLAND ISLANDS TAKEN POSSESSION OF BY THE BRITISH.

The arrival at this port on the 15th inst. of the national schooner-of-war *Sarandí* conveyed the news of the above event. We have collected the following particulars relative to the proceedings of the *Sarandí*, and the ceremonies observed by the British commander in taking possession of the Falklands.

The *Sarandí* sailed from Buenos Ayres on 23d September last, having on board 25 soldiers, with their wives and families, and the new Governor of the Falkland Islands, Major Joseph Francis Mestivier. On the 7th October they arrived at the Falkland islands, and landed same day at Port Louis; after which (21st November) the *Sarandí* proceeded to sea, in order to look for sealing vessels and execute other operations. In this cruise she visited Berkley Sound, Choiseul Bay, Beauchiens, Arch Island the Straights of Magellan, &c. &c. She spoke on 3d December, off Arch Island, the American sealing schooner *Uxor*, Capt. Burrows, of Stonington; she had only one anchor, and the *Sarandí* rendered her every assistance. On the 7th, spoke the American schooner *Sun*, (sealer) of New London, out twelve months. On the 27th December the *Sarandí* made sail for the Falkland Islands, and on the 30th anchored at Port Louis.

On the 2d January H. B. M.'s ship *Clio*, (13 guns) Capt. Onslow, arrived at Port Louis. The *Sarandí*'s boat went on board, and on her return reported that the *Clio* had come to take possession of the islands in the name of his Britannic Majesty, and had hoisted the British flag at Port Egmont a few days previous. Captain Onslow and two officers shortly afterwards, came on board the *Sarandí*, and remained about half an hour. At day-break on the morning of the 3d January the Captain of the *Sarandí* (Pinedo) went on board the *Clio*, and on returning to go on shore, he passed close to the *Sarandí* and gave orders to receive on board any people, &c. that might come from the shore. Accordingly about 8, A. M. troops, baggage, &c. came on board.

About half past 9 o'clock on the same morning (3d January) the Captain of the *Clio*, with his gig boat and launch, proceeded to the shore; a flag-staff was erected at the point, and a British Union Jack was run up. The marines of the *Clio* who attended upon the occasion, 12 in number, presented arms, and the drum was beat. No salute was fired, nor was there any cheering; and the party almost immediately returned to the *Clio*, except the Captain and two or three officers, who remained on shore. The British flag was hoisted about half a mile from the place on which the Argentine flag had been displayed; the latter was hauled down by the *Clio*'s people,

and afterwards sent on board the *Sarandí*, with a message (as we are informed) that it was a foreign flag found on the territory appertaining to his Britannic Majesty.

The conduct of Captain Onslow in this affair is universally stated to have been most kind and considerate; that he seemed to feel the delicate and unpleasant duty he was ordered to perform, and took every means to avoid hurting the feelings of those interested, and for that purpose he landed the party who was to hoist the British flag outside of the harbour instead of inside. All on board the *Sarandí* highly eulogise him, and we feel infinite pleasure in thus recording the praises of our countryman in the disagreeable office of ejecting the flag of a friendly nation from territory which that nation claims as its own.

Captain Onslow said that he expected a frigate would call at the Falklands very soon, on her way to the Pacific.

During the absence of the *Sarandí* from the Falkland Islands, a mutiny of part of the troops took place at Port Louis. They murdered the Governor (Mestivier) in his own house by shooting him and stabbing him with bayonets. The deceased was a native of France, and is said to have been a very amiable man. A black sergeant, who had the charge of the arms, was at the head of this mutiny. The object of the mutineers was to retire into the interior with the horses, all the property, &c., and to destroy those who would not join them; the troops however who had remained faithful and some Gauchos went in pursuit of the wretches, captured them and sent them (9 in number) on board the French whaling ship *Jean Jacques*. They were afterwards removed to the British schooner *Rapid*, Captain Ross, (sealer) belonging to Liverpool, which had put into the Falkland Islands on 14th November leaky, having been damaged at New South Shetland. This schooner was to sail for Buenos Ayres on the 8th inst. with the mutineers, all of whom were doubly ironed, and every precaution had been taken for their security. The *Sarandí* left H. B. M.'s ship *Clio* at the Falklands, but it was reported she was shortly to sail for Buenos Ayres.

The intelligence brought by the *Sarandí* of the taking possession of the Falkland Islands caused a great deal of excitement in Buenos Ayres—fully equal to that occasioned by the proceedings of the U. S. corvette *Lexington*. In fact all the odium appeared to be shifted from the Americans to the shoulders of John Bull. It constituted the chief conversation all over town, and the conduct of the British Government was, among the natives, freely canvassed. We believe the Government has forwarded a note to H. B. M.'s Chargé d'Affaires, requesting an explanation of the affair. The *Gaceta Mercantil* of this city contains some severe animadversions upon the subject, of which the following are extracts:

“*Force for ever!*—Yesterday arrived the national schooner-of-war *Sarandí*, Capt. Pinedo, from the Falkland Islands, with intelligence that H. B. M.'s ship *Clio* had taken possession of the said islands in the name of his said Majesty, which of course was effected by the *right of might*. Captain Pinedo protested, but in fine gave way to *cannon reason*.—*Gaceta Mercantil* 16th instant.

“If the people of Buenos Ayres were filled with indignation at the aggression of the Captain of the American corvette *Lexington*, they are equally so at the deed executed through the agency of the Captain of the British corvette

Clio, at the Falkland Islands. Duncan had indeed a pretext for his proceedings in the capture of vessels of his nation; but what can justify the British Government in despoiling this Republic of an establishment of which it was in legitimate possession. It may be said that H. B. M. possesses a right to those islands; but this is most false: for both by public and secret conventions with the Court of Spain, Great Britain renounced all title to them when it abandoned its establishment at Port Egmont, leaving Spain in possession of that of La Soledad. At least the laws of nations so teacheth. But although England, after 38 years of abandonment should still preserve the rights which she put forth in the question with Spain, how can she justify the mode in which she has executed the spoliation so recently committed on the Argentine Republic? Can the midnight expedition of the *Clio* be reconciled with the frank policy of a nation whose representative, on his departure hence, renewed the protestations of the friendship of his Government, which is about to send another representative to ratify it, whilst the Chargé d'Affaires of the Argentine Republic in London received the same assurances, and these are repeated by the English Diplomatic Agent near this Government? Such conduct places the British Government in a point of view not very dignified, and stains the reputation of the Whig administration and its vaunted liberality. Some aver that this act has been committed by the British Admiral at Rio Janeiro on his own responsibility. We do not believe it. In our opinion it has been caused by the zealous defence of the rights of Great Britain made by that profound North American diplomatist *Mr. Baylies*, who has been made a tool of to promote the views of the cunning Fox. It is well known that Great Britain has long coveted an establishment in those seas, and that it wished to possess itself of the island of Santa Catalina, under pretext of claims against Brazil. The English ministerial print *Courier* has hinted the desire of the British Government to purchase the Falkland Islands from this Republic, and it was expected that such a proceeding would be decidedly opposed by the Government of the United States, which would view with extreme jealousy the establishment of the British in any part of South America, and particularly in the Falkland Islands, which may be called the key to the Pacific. But when it was found that the English pretensions were defended with warmth by the representative of the very Government whose opposition was apprehended, what was to be expected but those pretensions should be brought into action?”—*Gaceta Mercantil* 18th inst.

A long communication in the same paper, signed *El Federal*, speaks in most indignant terms of the conduct of the *Clio*, in taking possession of the Falklands. Part of it is as follows:

“We have already a disadvantageous treaty with Great Britain, and our relations with it remain uninterrupted. The Ministers of the said nation reside amongst us, and yet without the least indication, and in the midst of the most profound peace, they have taken possession of a part of our territory, and humiliated the flag of the Republic. What conduct is this? With what nations do we treat? Can this be the act of a government which calls itself free and enlightened? The corvette *Clio* has come to annul the treaty existing with Great Britain, for they have served us as if they looked upon us as Algerines.”

Captain Pinedo has been placed under arrest, in order to be tried by a court martial for his conduct at the Falkland Islands.

We have frequently observed, particularly of late, letters published in some of the American papers, said to have been written in Buenos Ayres or its neighbourhood, and pretending to give details of passing events in this country, but which alike betray the ignorance of the authors and the "gullibility" of the publishers. The writers of these letters we presume are persons whose short residence among us has not allowed them an opportunity to become acquainted with the wonderful magnifying powers of our atmosphere—the strange delusion that often causes the smallest insect to assume the appearance of a hideous monster—which exceeds even the mists of Scotland and Wales, for it not only creates moving armies, but bloody battle-fields.

But to be serious: We would counsel the American editors to be more careful in giving news from this quarter, so far at least as to inquire, if the authors of such letters as may be offered them for publication have the means of obtaining correct information, and thus spare the blushes of their countrymen resident in Buenos Ayres.

Most of our readers are aware, that at the time of the revolt of the black troops in the citadel of Montevideo, in August last, a party of men from the U. S. schooner of war *Enterprise* and H. B. M.'s ship *Beagle* had peaceable possession of the Custom-house, at the request of the authorities of Montevideo. The following letter, which we find copied into the *New York Gazette* from the *Newark Advertiser*, is either intended as a burlesque, or has been manufactured in the United States. The officers of the Warren will indignantly disown such a document, and feel little pleased to observe so unwarrantable a liberty taken with them—the most unpolished tar on board that ship would be ashamed to acknowledge himself the author of such fulsome trash and ridiculous misrepresentations:

"U. S. Ship *Warren*, off Montevideo, Aug. 14, 1832.
We have just let go our anchor at this place, after an absence of three months, during which time we have been lying in Buenos Ayres. The difficulty between that Government and ours is still unsettled. Three days since we received information of a revolution at this place. The most tremendous gale of wind that had been experienced there for a long series of years was just abating; our top mast was struck and our lower yards on deck, when the news arrived. In two hours we were ready for sea. All the American and English property had been seized by the revolutionists, and lodged in the Custom-house, where a strong party of troops were quartered to prevent a recapture, and another well armed corps was in possession of the fort. Outside of the town lay a party of the Government troops, who were not in sufficient force to enter it with safety. The U. S. schooner *Enterprise*, Captain S. Downing, and H. B. M.'s ship *Beagle*, were at the time at anchor in the harbour. They manned their boats, proceeded on shore, and carried the Fort and Custom-house by assault; the English taking the former, and our tars, in true Yankee style, preferring the latter. It was carried without the loss of a single life on our part, only one man being wounded by a shot through the leg. The stars and stripes continued to wave for several days over the fallen citadel. Thus our tars, ever triumphant, have made a successful campaign in the heart of South America.

August 16.—I have just returned from shore, but the shortness of my stay precludes the idea of giving you much information respecting it. The streets are narrow and filthy, but the welcome we met with from the citizens counteracted any unfavourable impression we might have formed. Every where through the town we were greeted with cries of "Long live the Americans! Long live the Patriots!" The Constitutional party have triumphed; but, notwithstanding this, they repose over a volcano, which threatens every moment to explode to their utter destruction.

It is reported that the Miguelites were so severely handled in their attack upon Oporto, the beginning of November last, and had besides suffered such loss by desertion, that they had dermised upon a retreat. Also, that Don Pedro and his army were in high spirits, were continually receiving reinforcements of men, money and stores from England and France, and were about to act upon the offensive.

Whatever may be the misdeeds or crimes of Don Miguel, impartial history will say that he has not had "a clear stage and no favour." It seems that the assault his troops made upon Oporto in November last, was so severe that Admiral Sartorius found it necessary to land the marines from his squadron.

It is reported that Prussia has consented to mediate on the part of Holland, and had constituted itself guarantee for the evacuation of the citadel of Antwerp; and that the march of the French troops towards Belgium had been suspended.

The London "Morning Herald," of 3d November, contains an article, dated Portsmouth, November 1, from which the following is an extract:

"Mr. Canning, when last he visited this seaport, expended a great deal of splendid rhetoric, from a prosopopeia to an ascendon, in reference to the promptitude with which any of the ships lying here might be completely equipped and manned for sea upon any occasion of emergency. Whatever might have been the state of readiness and preparation for naval equipments at that period, it is certain that it has since fallen off most woefully, and is now a positive reproach to the Whig economists, to whom the great bulwark of the nation is entrusted. The local functionaries in the dock-yard are indefatigable in their exertions, and no men can deserve better of the public service than they do, for no men display more zeal in promoting it; but they have not been seconded in the proper quarter, and a mean and mischievous spirit of retrenchment has prevailed over considerations of paramount national interest. Behold the effect of it! In the whole of the dock-yard, though supplied with abundance of timber, there was not a single mast ready for the Spartiate, which is now getting ready for sea, and it was necessary to take one out of the *Nelson*. The practice under the late administration was to have three guard-ships stationed at each of the principal ports, so that a first-rate man-of-war might be fitted out in nine or ten days; but now that this practice has been done away, it would require three months before a vessel of ordinary magnitude could be in a state to leave the harbour. You must not take this assertion on my authority—*Non ego sed Democritus dixit*. I have the fact from one of the oldest and most experienced officers in the British Navy. As to able seamen, the greatest possible difficulty is found in getting a sufficient number for the few ships that are now going out. They have been put in requisition at Poole, Bristol, Liverpool, and other ports; but still the supply does not meet the demand. The fact is that Jonathan and Don Pedro have deprived John Bull of immense numbers of his very best tars; and such of them as have not crossed the Atlantic have sought and found employment in the Mediterranean. Such is the state of our navy at a juncture when we are going to encounter the Dutch in the 'roaring Zuyder Zee.'"

The Lord Chief Justice of England, Lord Tenterden, died in November last.

We have received a variety of papers from the United States, by the ship *Six Brothers*, including that interesting journal the *Albion* of New York. They contain a great deal of local intelligence, and confirm the news of the defeat of General Montezuma in Mexico. General Santa Ana was besieged in Orizaba.

CHILI.

The Chili post arrived on Sunday last, bringing letters and journals from Chili and Peru, from the former to 14th ult. The President of Peru, Augustin Gamarra, having recovered from his severe illness, had, on 1st November, reassumed the duties of his office. Lt. Col. Diego Portales had been appointed Governor of Valparaiso, *vice* Col. Ramon de la Cavareda, who had been named Minister of War and Marine.

MENDOZA.

The Governor of the above Province (Pedro Nolasco Ortiz) has issued a proclamation to its inhabitants, stating that the Indians had taken advantage of the late civil war to commit spoliations of all sorts; that the province was still exposed to their ravages, and that liberty would be a mere term if the country be not cleared of these barbarians. He calls upon the inhabitants to aid him in his efforts to effect that object, recalling to their minds that they had said a thousand times that no sacrifices thereto could be too great.

The Governor likewise issued a decree, dated Mendoza, 12th November, in order to raise a loan, &c. to assist in the efforts above named.

MONTEVIDEO.

We have had but little news to communicate from the above city lately. It was reported there on the 10th inst. that the Dictator of Paraguay had desisted from sending troops to this side of the Parana, fearing a revolution in the centre of Paraguay.

The President of the Oriental Republic (Rivera) left Montevideo on the 2d inst. for the town of Durazno.

In the Montevideo journal *Universal* are some complaints against the Commandant of the Brazilian frontier, Col. Bentas Gonzales da Silva; and this journal, in conjunction with some of those of Brazil, accuse the said Commandant of being the protector of General Lavalleja, and also with having designs to re-unite the Oriental State to Brazil, with a nominal independence, or the dismemberment of the Province of Rio Grande from the Empire, to be united to the Oriental Republic, with the addition of other territories appertaining to the Argentine Republic.

The New World, it seems, has its partitioning schemes as well as the old world; and should some garret politician, like the one humourously described in the farce of "The Citizen," travel hither, the strain would no longer be Prussia shall be indemnified in Silesia, Russia in Poland, &c. &c., but Brazil shall be indemnified in the Republic of the Uruguay; the Oriental Republic shall be indemnified in Rio Grande, Entrerios, &c. &c.

On the 15th inst. the exequies of the late General Marcos Balcarce were celebrated with great solemnity, in the church of San Francisco, in presence of a numerous congregation, including his Excellency the Governor of the Province, and a commission of the House of Representatives, composed of Señores Aguirre, Garcia and Lozano. The troops were under arms, commanded by General Vidal, and performed the usual military funeral honours.

The President of the House of Representatives of the Province of Buenos Ayres, on the part of the House, has forwarded a letter of condolence to the family of the late General Marcos Balcarce.

By the last accounts the Cholera Morbus had nearly subsided in Europe, as also in North America. Clean bills of health were granted from European ports, and from those in the United States, in consequence of which the quarantine regulations in the port of Buenos Ayres were entirely discontinued on the 15th inst. Vessels arriving in the outer roads will be visited as usual by a boat from the guard-vessel, and the particulars will be telegraphed to the shore.

BULL FIGHT.—There was another bull fight on Sunday afternoon last, at the Barracas, in which four or five bulls were killed. We are informed that the crowd was very great, but that scarcely any ladies attended. We are gratified to hear that they did not condescend to witness this ungenerous sport, which has been so admirably described by Lord Byron, particularly the death of the poor bull.

“Where his vast neck just mingles with the spine
Sheathed in his form the deadly weapon lies.
He stops—he starts—disdaining to decline,
Slowly he falls amidst triumphant cries;
Without a groan, without a struggle dies.
The decorated car appears—on high
The corse is piled—sweet sight for vulgar eyes—
Four steeds that spin the rein, as swift as sly,
Hurl the dark bulk along, scarce seen in dashing by.
Such the ungentle sport that oft invites
The Spanish maid, and cheers the Spanish swain.
Nurtured in blood betimes, his heart delights
In vengeance gloating on another's pain.”

The London Gazette Extraordinary.

WEDNESDAY, NOV. 7.

At the Court at St. James's the 6th day of November, 1832; present, the King's most excellent Majesty in Council.

It is this day ordered by his Majesty, by and with the advice of his Privy Council, that no ships or vessels belonging to any of his Majesty's subjects be permitted to enter and clear out for any of the ports within the dominions of the King of the Netherlands, until further orders.

And his Majesty is further pleased to order, that a general embargo or stop be made to all ships and vessels whatsoever belonging to the subjects of the King of the Netherlands, now within, or which shall hereafter come into, any of the ports, harbours, or roads within any part of his Majesty's dominions, together with all persons and effects on board such ships and vessels; and that the Commanders of his Majesty's ships of war do detain and bring into port all merchant ships and vessels bearing the flag of the Netherlands; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships or vessels, so that no damage or embezzlement whatever be sustained; and the Commanders of his Majesty's ships of war are hereby instructed to detain and bring into port every such ship and vessel accordingly.

And the Right Honourable the Lords Commissioners of his Majesty's Treasury, the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports, are to give the necessary directions herein as to what may respectively appertain. C. C. GREVILLE.

To the Editor of the British Packet.

SIR, —I feel much obliged by the notice you have taken of my small performance, and beg leave to correct the little mistake as to my being a Caledonian. I am a native of London, and very well known there; though I should not be ashamed of being born in a country that has produced a Wilkie, Ferguson, Ure, Sir Walter Scott, &c. &c.

Respecting flattery in portraits, the observation may stand good for portraits as large as life, but miniatures (if well done) are obliged to be so neatly worked, that they seem flattered, though they are not; as a proof, hold a concave or shortsighted lens at a foot distance from the eye, so as to reduce a person's face to the size of a miniature, and you will see how amazing neat and clear the features will appear, which is what we aim at in miniatures, and for which we are compelled to use magnifiers in certain parts, to increase the size that it may approach nearer to nature. Hoping you will not think the above irrelevant,

I remain, Sir,

Your ob't serv't,

S. ALAIS.

General Statement of the Public Stocks and Sinking Fund, from its establishment on 1st of January, 1822, to the 31st December, 1832.

PUBLIC STOCKS.				Cr.	
Dr.					
4 per 100	6 per 100	4 per 100	6 per 100	Ds.	Rs.
Ds.	Rs.	Ds.	Rs.	Ds.	Rs.
To created by law of 30th October, 1821, of 23d December, 1823, 10th November, 1824, 14th December, 1825, and 29th September, 1827,.....		2,000,000	11,360,000		
Put in circulation in the year 1831, a part of the 6 millions created on the 21st Feb. 1831, Do. do. in the present year 1832,.....			1,500,000 3,826,664		
		2,000,000	16,686,664		
				2,000,000	16,686,664
				By payment and transfers in circulation,..... 1,385,449 1/2	
				12,875,522 6/1	
				Out of circulation belonging to corporations and pious establishments,..... 129,943 5/2	
				520,627 0/1	
				By redeemed,..... 474,300 2/1	
				3,205,076 0/1	
				Balance,..... 10,397 6/1	
				7,438 0/1	

CASH ACCOUNT.

Dr.		Rs.		Ds.		Rs.	
To received from the exchequer for payment of interest,.....		6,343,250 2/1		By interest paid, { 4 per 100... 856,410 4/1		6,086,480 5/1	
Ditto ordinary sinking fund,.....		1,020,541 5		{ 6 per 100... 5,230,070 1/1			
Ditto extraordinary ditto,.....		76,051 3/4		Redemption of Stocks.			
Extra from the capital redeemed,.....		876,072 4/1		Year. 4 per 100		6 per 100	
For expenses of management N. H.—Besides the expenses of management paid as above,.....		9,426 7		1822 65,544 6		161,010 4/1	
The General Treasury has paid in salaries,.....		62,626 4/1		1823 54,002 7/1		114,226 6/1	
		72,053 3/4		1824 60,652		146,070 0/1	
				1825 37,640 7/1		115,552 2/1	
				1826 53,179 4/1		169,733 5/1	
				1827 10,703 0/1		242,629 3/1	
				1828 150,140 1/1		353,350	
				1829 11,835 4/1		389,230 2/1	
				1830 4,492 3/1		346,851 7/1	
				1831 23,510 2		485,367 1	
				1832 1,309 4/1		797,095	
				Total 474,209 2/1		3,293,076 0/1	
				Expenses of management,.....		9,426 7	
				By Balance { By interest,..... 256,769 4/1		256,984 4/1	
				{ Sinking fund,..... 224 7/1			
		8,326,242 0/1				8,326,242 0/1	

Buenos Ayres, 31st December, 1832.

ILDEFONSO RAMOS MEXIA, Secretary and Accountant.



FOREIGN MERCHANT VESSELS

IN THE PORT OF BUENOS AYRES, ON THE 17th OF JANUARY, 1833.



VESSELS AND CAPTAINS' NAMES.	CONSIGNEES.	DESTINATION, &c.
BRITISH.		
Brig Hannah, Barrell,	Parlane, Macalister & Co.	Loading for Liverpool.
Brig Iris, Pagon,	Horne & Alsogaray,	Discharging.
Schooner brig Reindeer, Owen,	McCrackan & Jamieson,	Loading for Falmouth, for orders.
Schooner brig Tampico, Weston,	McKesson & Co.	Loading for Liverpool.
Brig Fairly, Stevenson,	Salsbury, Davis & Co.	Loading for Liverpool.
Brig Itinavant, Nicholson,	John Haratt & Sons,	Loading for Liverpool.
Brig George Bentinck, M'Kinney,	Parlane, Macalister & Co.	Loading for Falmouth for orders.
Brig Susannah, Dunn,	Samuel Lafoue & Co.	Discharging.
Brig Sarah, Buck,	Alfred Barber,	Discharging.
AMERICAN.		
Ship Six Brothers, Colt,	Daniel Gowland & Co.	Discharging.
Ship Suenandoah, Rose,		Discharging.
Brig Delta, Elwell,	J. J. Klick,	Discharging.
Brig Burdett, Smith,	Grogan, Peacock & Morgan,	Loading for Havana.
Brig Laurel, Francis,	Doer, Reluacke & Lees,	Loading for N. York, calling at Montevid.
Barque Elizabeth, Baldwin,	Daniel Gowland & Co.	Lo-ding for Valparaiso.
Brig Cambrian, Goodhue,	Daniel Gowland & Co.	Loading for Boston.
Brig Baltimore, Cowpland,	Zimmermann, Frazier & Co.	Loading for N. York, calling at Montevid.
Brig Erie, Pringle,	Zimmermann, Frazier & Co.	Loading for New York.
Brig Sanders, Cushing,	Grogan, Peacock & Morgan,	Loading for Havana.
Schooner La Plata, Gatchell,	Zimmermann, Frazier & Co.	Loading for Baltimore.
FRENCH.		
Brig Courier dn Brazil, Roturier,	Rodriguez and Co.	Loading for Havre de Grace.
Brig Prosper, Darlan,	Blanc & Constantine,	Loading for Havre de Grace.
Barque Philantropie, Goubie,	S. Lezica Bros.	Santos, to load for Valparaiso:
Brig Nanine, Thibot,	Bertram, De Lisle & Co.	Discharging.
SARDINIAN.		
Brig Misericordia de Dios, Magnone,	Alejandro Martinez,	Loading for Cadiz and Genoa.
Polacre Virtud, Gazoio,	Pedro A. Plomer,	Loading for Cadiz and Genoa.
Polacre Estela Matuttina, Morice,	Pedro A. Plomer,	Loading for Cadiz and Barcelona.
Ship Bannanier, Pauza,	Zimmerman, Frazier and Co.	Montevideo and Cape de Verds.
Schooner Esperanza, Puzzoli,	P. Z. Zumaran,	Loading for Rio Janeiro.
NEAPOLITAN.		
Brig Ferrer, Castellano,	Pedralbes & Cabot,	Discharging.
TUSCAN.		
Schooner-brig Valiente, Quexada,	F. Berdier,	Loading for Rio Janeiro.
HAMBURG.		
Barque Conrier, Hinrichsen,	S. Lezica Bros.	Loading for Conception, Chili.
HANOVERIAN.		
Brig Graf Munster, Tjark Deetjen,	Zimmermann, Frazier & Co.	Loading for Havana.
BREMEN.		
Brig Cesar, Deetjen,	S. Lezica Bros.	Brazils.
BRAZILIAN.		
Brig Bella Juanita, Peretire,	J. Gestal,	Discharging.
Patache Danubio, Cardoso,	J. J. Corlho,	Brazils.
Brig Nina, L. J. Maria,	M. A. Ramos,	Brazils.
Schooner-brig Nuevo Verbal, Pacheco,	C. M. Haergo,	Rio Grande.
Zumaca Riode Yacubny, J. B. de Moro,	C. Galeano,	Loading for Rio Grande.
Brig Nra. Sra. de Adjuda, Pena,	J. Gestal,	Pernambuco.

FOREIGN VESSEL OF WAR.

NONE.

SHIPPING MEMORANDA.

The American brig *Ultima*, and the American schooner *Harriet* have been sold.

The following vessels, for Buenos Ayres, were on the birth at Liverpool on 15th November:
 Brig *Hannah Moore*, George Moore, master.
 Brig *Clutha*, Dugald Cowan, do.
 Barque *Esk*, William Dixon, do.

ARRIVALS, At Liverpool.

On 12th November, British barque *Byker*, Bruce, from Buenos Ayres 20th August.

At Montevideo.

January 7th—Sardinian polacre *Vigilante*, from Patagonia.

French brig *Androgine*, from Marseilles.
 Oriental schooner-brig *Bella Union*, from Pernambuco.

12th—Bremer barque *Johanna*, Wessel, from Bremen.

The *Helvellyn*, for Liverpool, is posted to sail this day. She was detained yesterday by a strong head wind.



MARINE LIST.

Port of Buenos Ayres.

January 12.—Wind N.

Arrived, Oriental packet schooner *Adelaide*, Bisso, from Montevideo, 10th, to J. & S. Lyons.
 Oriental packet schooner *Flor del Rio*, Costas, from Montevideo 10th, to G. Resa.

15 sail of small craft from the Parana and Uruguay.

Sailed, Oriental packet schooner *Aguila Primera*, Caneo, for Montevideo.

January 13.—Wind N.—hazy.

No arrivals nor sailings.

January 14.—Wind N. shifted in the afternoon to E.—strong.

Arrived, Oriental schooner *Invincible*, Goehel, from Montevideo 11th, with 596 tierces yerba, to C. M. Huergo.

Sailed, H B M's packet schooner *Cockatrice*, Lt. Wm. Lee Rees, Commander, for Montevideo and Rio Janeiro. No passengers.

January 15.—Wind E.—strong in the afternoon—hazy.

Arrived, British brig *Susannah*, Dunn, from Liverpool 28th October, Milford Haven 6th November, with general cargo, to Samuel Lafone & Co. Passenger, Señor Paganini Anselmo, an Italian.

British brig *Sarah*, Buck, last from Montevideo 13th inst. with part of the cargo she brought from Liverpool, to Alfred Barber.

American ship *Six Brothers*, Coit, from New York 2d November, with general cargo, to Daniel Gowland & Co. Passengers, Messrs. George Calder and John J. Bryden.

French brig *Nanine*, Thibot, from Havre de Grace 18th September, Montevideo 13th inst. with general cargo, bricks, &c. to Bertram, De Lisle & Co.

Oriental packet schooner *Paula*, Salinas, from Montevideo 13th, to Lezica Bros.

American brig *Delta*, Elwell, from Hamburg 15th November, with general cargo, tiles, gin, &c. to J. J. Klick.

National schooner of war *Sarandi*, Captain Pinedo, from the Falkland Islands, 5th inst.

Sailed, Oriental brig *Sin Par*, Fortune, for Montevideo, despatched in ballast by Bertram De Lisle & Co. Passenger, Mr. Henry Jauvrin.

January 16.—Wind N. E.

Arrived, American ship *Shenandoah*, Rose, from Georgetown 28th October, Capes of Virginia 8th November, with 651 barrels of flour, and a general cargo, to ———. Passenger, Mr. Regan.

Sailed, Brazilian schooner-brig *Leolinda*, Champlona, for Rio Grande, despatched by M. A. Ramos, with a general cargo of dry goods.

Brazilian schooner *Avelino*, Rodriguez, for Montevideo, despatched by M. A. Ramos, in ballast.

Oriental packet schooner *Adelaide*, Bisso, for Montevideo.

American ship *Isis*, Cotting, for Montevideo and New York, despatched by Zimmermann, Frazier & Co. with 2042 dry hides, 115 bales wool (about 2300 arrobas), 2500 horns, 1000 quintals jerked beef.

January 17.—Wind S. S. E.—slight rain.

Arrived, Hamburg ship *Sophia*, Lafrenz,

from the Island of Mayo ———, Montevideo 15th inst. with salt, to Zimmermann, Frazier & Co. Boat not on shore.

January 18.—Wind E. S. E.—nearly a gale.
 Arrived, Brazilian schooner-brig *Leolinda*, She sailed from this on the 16th inst. and put back with loss of anchors and cables.

THEATRE.

The theatre has been seldom open lately, in consequence of the extreme heat. On the 9th inst. there was a play (a benefit night), in which Señor Casacuberta and the Señora Matilda Diez performed. The former looked well and played well, as he generally does in genteel comedy. The audience was select and numerous; the boxes contained some lovely females, who in greater part congregated to what in London would be called the Prince's side of the house—here it may be denominated the "weather side," as being more open to the admission of air. The profusion of artificial flowers lately worn in the ladies' head-gear appears to have gone out of fashion; one or two beauties had no ornament but the simple comb, and it was said they looked "divine." The orchestra on this evening had its full compliment of musicians, and executed some pretty pieces of music.

THE WEATHER.—We never remember in Buenos Ayres such excessive heat as during the present week. The thermometer, in rooms near the water-side and exposed to currents of air, has been 90; the mean heat, however, in the shade was 95. Monday last was the hottest day—not a breath of air was stirring. Many who have resided in Brazil and the West Indies, declare they never experienced in those places such oppressive heat.

BATHING.—As might be expected, from the state of the atmosphere, the bathers have been very numerous, and the ladies, until late at night, flocked to the river. The quantity of lanterns brought to assist at the toilet of the damas produced a curious effect: a stranger might have fancied it a Chinese festival.

The British schooner *Rapid*, from the Falkland Islands, arrived this morning.

ADVERTISEMENTS.

FOR SALE,

PRICE 3 DOLLARS,

THE *Guía de la Ciudad y Almanaque de Comercio de Buenos Ayres* for the year 1833. Apply at No. 59, calle del 25 de Mayo.

ON SALE,

Calle de Maypín, No. 14,

At very reduced prices,

HURDLES for garden fences, garden rollers, kitchen ranges, cast iron wheelbarrow trundles, anvils, snail's hollows, nails assorted, horse-shoe nails, copper and maulin preserving pans, cast iron cart bushes, single and pipe bolted English lime, Roman cement, mastic, lathic paint, shower baths, patent pumps, truck wheels for saladeros, and a variety of other hardware, cutler, carpenter's tools, &c.

BOOKS FOR SALE.

Brighton, - - - - -	4
Young Traveller, - - - - -	2
British Constitution, - - - - -	2 4
7 Lives of Eminent Persons, - - - - -	6
British Army List for September 1832, 2	
Edinburg Review for July 1832, - - - - -	6
Quarterly do. for July 1832, - - - - -	6
The Devil's real visit, - - - - -	2 4
The Annual Winters' Weather for 1832, 10	

The above works are offered for sale at one quarter of the price which they cost. Apply to the Secretary of the *Union Reading Room*, No. 13 calle de Cangallo.

NOTT,

HAIR DRESSER AND BARBER,

RESPECTFULLY informs his friends and the public in general, that he has removed from the calle de la Paz to calle del 25 de Mayo, immediately opposite the Commercial Reading Rooms (No. 59), where he hopes, by diligence and attention to his business, to merit a share of that patronage which has for some years enjoyed, and which he takes this opportunity gratefully to acknowledge.

MISS WIGGENS begs leave to announce to the ladies of Buenos Ayres that it is her intention to commence business as Dress Maker, at No. 23 calle de Venezuela; and she hopes, by strict attention and a constant supply of the newest fashions from London, to merit their patronage.

NOTICE.

THE Seats in the Scottish Presbyterian Chapel are now to be let for the present current year. Those who are desirous of obtaining sittings can be accommodated by applying to Mr. James Hart, No. 53, calle de Balcarac, where a plan of the Chapel may be seen.
 By order of the Committee.

D. MACKENZIE, Secretary.
 January 12th, 1832.

WANTED,

AN English, French, or German Woman, without incumbency, to take care of children in a small family. No followers allowed. Apply at No. 37, calle de Belgrano.

NOTICE.

ALL persons indebted at the Store, calle del Peru, No. 117, and Soda-water Shop, plaza de la Victoria, formerly kept by Mr. GILBERT RAMSAY, are requested to call at the Store No. 16, calle de la Plata, and settle the accounts due at the former establishments; as also those due at the latter to W. R. WRIGHT, on or before the first day of February next. This will prevent the necessity of compulsory measures, and be besides a great accommodation.
 Jan. 12

NOTICE.

THE undersigned has fully authorised Mr. Thomas Weible for the collection and recovery of his accounts, while absent from Buenos Ayres. If any account against him remains unsettled, he requests that it will be presented immediately for payment.
 CHARLES WINTER.

NOTICE.

THE Committee of the Presbyterian Church and Congregation, under the pastoral charge of the Rev. W. TORREY, having made permanent arrangements for the continuance of the Service at the Chapel, No. 30, calle de la Catedral, would inform those not connected with the Congregation as subscribers, and desirous of becoming so, that they can do this by calling on either of the undersigned, to whom the management of the affairs the Congregation has been entrusted for the ensuing year.

JOHN JOHNSON,
 ROBERT HILL,
 O. J. HAYES,
 GEO. W. BLAKE,
 THOMAS READ,

Buenos Ayres, January 1st, 1833.

TO LET,

THE Store No. 20, calle de la Piedad, formerly occupied by W. A. Walker. Apply to Messrs. Baskerville & Holmes, No. 20 calle de la Florida.

Sale at Auction,

BY *LAVALLE & MACOME.*

ON Monday the 21st inst. will be sold, without reserve, at public auction, the proprietor being on the point of leaving the country, the large and convenient dwelling-house, situated on the south-east corner of the calles del Cerro and Temple, 3 varas front and 34 deep, with every accommodation for a large family, independent of six rooms, each with fire places and entrances to the street, a corner store, with counter, &c. adapted for a pulperia; cistern, garden well stocked with trees and shrubbery, and every other convenience; likewise a Bakery and all the necessary appurtenances, with two patios, well, &c. belonging to it. Further particulars, together with terms of sale, &c. which will be highly advantageous to the purchaser, will be made known on application at the auction-room.

PRICES CURRENT.

Doubleons, Spanish,	115 a	116½ dollars each.
do Patriot,	114 a	do do.
Plata Macquiná,	6½ a	6½ do for one
Dollars, Spanish,	7 a	do do each.
Do Patriot and Patacones	9½ a	6½ do do.
6 per cent. Stock,	43 a	44 per cent.
Bank Shares,	132 a	134 dollars each.
Exchange on England,	7 3-16	per dollar.
Do on Rio Janeiro,	320 a	per cent. prem.
Do on Montevideo,	7 a	7½ per dol.
Do on United States,	63 a	31 dol. U. S. dol
Hides, Ox, best,	30 a	31 do. p. pesada.
Do country,	27 a	28 do do.
Do do weighing 23 to 24 lbs.	26 a	27 do do.
Do salted,	21 a	22 per pesada.
Do Horse,	7 a	8 dollars each.
Nutria skins,	55 a	60 do per dozen
Chinchilla,	25 a	26 do do.
Wool, (common),	8 a	9 do per arroba
Hair, long,	21 a	26 do do.
Do mixed,	14 a	18 do do.
Jerked Beef,	14 a	15 do per quintal
Horns,	350 a	900 do per thousand
Flour, (N. A.),	70 a	80 do per barrel.
Salt,	10 a	11 do per fanega

Discount, 1½ a 2½ p. ct. p. month
 The highest price of Doubleons, during the week 117 dollars. The lowest price 113 dollars.
 The highest rate of Exchange upon England, during the week 7½ pence. The lowest ditto, 7½ pence.

ALEXANDER BRANDER, Responsible Editor.

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