

British Packet



AND ARGENTINE NEWS.

No. 435.]

BUENOS AYRES, SATURDAY, DECEMBER 20, 1834.

[Vol. IX.]

BUENOS AYRES.

We have again to notice the paucity of news; except, indeed, the war-breathing spirit of the proclamations issued by the Governments of Tucuman and Salta,—extracts from which we have inserted in our No. of this day. It is however confidently said, that the existing differences will be amicably arranged; and we trust that the language used by the disputants will prove to be “full of sound and fury, signifying nothing.”—General Quiroga is about to leave Buenos Ayres, in order to act as mediator between Tucuman and Salta.

We received, by H. B. M's. packet *Cockatrice*, London papers to 9th October: they add but little to the news we were before acquainted with. It is true, we might give minute details of the civil war in Spain—the interment of Don Pedro—and the political gossipings of Europe; but all this would not accord with our plans. Suffice it then to say, that in France, Great Britain, and the other parts of Europe, “except as herein before excepted,” all remained tranquil. General Rodil was deprived of his command in Spain, for cruelties exercised towards the Carlists, which were not warranted by sound policy. Should we, on further perusal of the English papers, find any thing worthy the attention of our readers, we shall not fail to insert it.

H. B. M's. ship *Talbot*, arrived at Rio Janeiro, has brought intelligence that the House of Lords, and the House of Commons, were “burnt to the ground,” on 16th October last; and that many valuable records perished in the conflagration.

His Majesty the King of Holland, has, under date “The Hague, 26th August, 1834,” appointed Mr. Charles Bunge to be his Consul near the Argentine Republic, *vice* Mr. J. G. Vermolen.

Mr. John Torras, formerly Swedish and Norwegian Consul in Cadiz, has been appointed Consul-General of H. M. the King of Sweden, near the Argentine Republic.

The mourning observances in memory of the late Governor Durrigo, took place on 13th inst., the anniversary of his death. The colours at the Fort, Marine-Office, and on board the National vessels of war, were hoisted half-mast; and the public officers, civil and military, wore crape upon the left arm. The daily papers *Gaceta Mercantil*, and *Diario de la Tarde*, of 13th inst., had also mourning emblems.

An eclipse of the Moon took place on Monday night last. It commenced at half-past 11, and finished, we believe, about 3 o'clock on the following morning. The clear atmosphere afforded a fine field for observation, which no doubt our “Astronomer Royal,” Mr. Mosotti, took advantage of. — By-the-bye, we often observe that gentleman's name mentioned in the Reports of the Learned Societies of Europe; and particularly as it regards the result of the observations he made in Buenos Ayres, upon “The Comet of Encke,” as it lately appeared in this hemisphere. Mr. Mosotti, however, is rather unkind, in not letting folks in Buenos Ayres know what's going on among the heavenly bodies,—such as when there is a Comet in sight, &c.,—in order that we might “put it down” on the Slate in the Commercial Rooms, for public information.

The schooner *Eliza B. Hallet*, which arrived here on 14th inst., was recently constructed in Baltimore, by order of Señor Carlos Galeano of

this city, and is intended to be employed as a packet between Buenos Ayres and Montevideo.—She is a beautiful vessel, of rather more than 150 tons. The flag of the Argentine Republic, and that of the Oriental Republic of the Uruguay, are entwined in the ornaments painted on her stern.

MONTEVIDEO.—We have nothing particularly new to communicate from this quarter. The newspaper *Estenografo*, published in Montevideo, was discontinued on 10th inst. We thought it a very useful journal, and regret its decease.

European news, to 10th October, has been received by way of Montevideo; which give minute particulars relative to the death of Don Pedro, Duke of Braganza.—His body had been opened, and it was found that the disease which caused his death, was dropsy in the chest. The Portuguese Cortes, in a sitting of 4th October, had decreed that a monument be erected in Oporto to his memory,—the expence to be defrayed by a voluntary subscription among Portuguese and foreigners. A vote had also been passed by the two Chambers, for the marriage of the young Queen of Portugal with a foreign Prince; and the steam-boat ‘Royal Tar,’ was about to sail for the Mediterranean, in order to convey the royal lover to Lisbon. The Queen had also appointed a new ministry, at the head of which was the Duke de Pamela. Although, according to the last accounts, tranquillity prevailed in Portugal; yet apprehensions were entertained that it would be disturbed. Don Miguel is stated to be again in movement; he had quitted Genoa and arrived at Rome, which city he had also left for some unknown destination.

The affairs of Don Carlos, in Spain, seemed in a very disastrous state. The Carlists were confining their operations to the mountainous parts of Navarre, and were expecting succours of arms and ammunition, from their friends in various countries. General Rodil had been dismissed from his command of the army of operations of the Queen Regent of Spain; and General Mina was appointed to head the second corps of the army destined to act in Navarre. The province of Catalonia had offered to equip, at its own expence, a corps of 14,000 men, in aid of the Queen's troops, on condition that French troops do not enter Spain as auxiliaries. It was also said that 4000 Portuguese soldiers had arrived in Spain, to aid the cause of Queen Christine.

Notwithstanding all these obstacles, report avers that Don Carlos still expressed confidence of ultimate success. Another Carlist conspiracy had been discovered at Madrid, which was suppressed, and a great number of persons concerned therein arrested. General Ramagosa landed secretly in Catalonia, on 12th September, from Genoa, and distributed a number of Carlist proclamations, inciting the people to take up arms against the Government of the Queen Regent. He was however arrested on the 17th, with two of his companions; and they were to be shot in Barcelona on the 18th.

The cholera is said to have reappeared in Bremen.

LIBERTY OF PUBLIC WORSHIP IN VENEZUELA.

The Congress of Venezuela has recently decreed that the liberty of religious worship shall not be prohibited in that Republic. In consequence of this act, the Right Rev. William Hart Coleridge, Bishop of Barbadoes, has visited the city of Caracas, and there consecrated a Protestant cemetery, on the 27th of February last. The assemblage, on the occasion, is represented to have been very numerous, and composed of the public authorities, and nearly all of the respectable part of the community. This is said to be the first instance of a Protestant Bishop visiting Venezuela in his ecclesiastical capacity.—(From an American paper.)

Official Documents.

A note, dated 11th inst., from the Government to the Chief of Police, states that it is but just that the slaves taken during the late war with Brazil, and who became free from the moment they landed on the territory of the Republic, should render some service to the country which has liberated them from the condition of slaves, and made them freemen.—The Police department is therefore ordered to take an account of the individuals in question, in order to their correspondent enrolment.

A note, dated 12th inst., from the Government, notices the great expence, &c., imposed upon the treasury for the supply of cattle to the posts on the frontier; and states that they had requested the Committee of Landholders to aid them, in order that the said supplies may be obtained with the least possible charge to the State, and divested of the frauds which are now practised in this respect.

A note, dated 12th inst., from the Government, states that great abuses exist in the *Corrales de Abasto*; and therefore orders, by way of experiment, that the collection of the impost on the said *corrales*, shall be under the charge of the Police department.

A decree, dated 13th inst., encharges Señor Eusebio Medrano with the sale of Stamps and Licences.

A decree, dated 17th inst., orders that Lieut.-Colonel F. Biedma, Majors Manuel Torres and Anadeo Ibarrola, Captain M. Rivas, and Lieut. A. Suspicichi, be included in the list of officers placed on the Staff *inactiva*; and that Lieut.-Colonel Ramon Diaz, be incorporated on the list of invalids.

A decree, dated 17th inst., names the three Committees who, from 1st January next, are to superintend the repairs, &c., of the public roads N. W. and S. of this city.

A proclamation dated Tucuman, 19th ult., addressed by the Governor of that Province, (Alejandro Heredia,) to its inhabitants, and to the inhabitants of the province of Salta, promises protection to those of the latter who have sought refuge in Tucuman; stating that 4000 *Tucumanos*, with lance in hand, are anxious to aid them in the assertion of their rights.

The proclamation to the *Tucumanos* merely says, that the Governor of Salta, accustomed to threaten the *Salteños* who have the misfortune to be under his command, thinks he can do the same with them, (the *Tucumanos*), &c. &c.

A proclamation, dated Salta, 6th ult., from the Governor of that province (Pablo de la Torre,) to its inhabitants, states that the Governor of Tucuman had, under false and ridiculous pretences, endeavoured to interrupt the tranquillity of Salta, and bring on a civil war, which must prove disastrous to both provinces, and to the Republic in general. That no provocation had been given on his part, nor had he in the least countenanced the late insurrectionary proceedings in the province of Tucuman; whereas Salteñan revolutionists, during the last year, had been openly permitted to carry on their machinations in Tucuman. That he, (the Governor of Salta,) convinced of the dreadful miseries which civil strife must produce, had made, and would continue to make every effort to preserve peace; but that the Governor of Tucuman seems at present pertinaciously determined upon war. That should such an alternative be resorted to, every thing was to be expected from the courage and enthusiasm of the *Salteños*, in the defence of their dearest rights; and that the enemies which now threaten them, are not stronger nor better disciplined than were the Spanish armies which they had overcome in other times.

BRITISH EPISCOPAL CHURCH.

At a General Meeting of the Subscribers to the British Episcopal Church, held in the Vestry thereof on the 10th current, conformably to public advertisement,

CHARLES GRIFFITHS, Esq., H. M's. Consul, in the Chair.

The Committee of Management presented the accounts of the establishment for the year 1834, which, after being read, were approved of, and left in the hands of H. M's. Consul, with a request that he would transmit the same to the proper quarter at home, for the purpose of obtaining the requisite permission to draw for the moiety of the expences allowed by H. M's. Government towards the support of the establishment.

After which, and on the retirement of Mr. GRIFFITHS from the Chair, it was moved that Mr. JOHN HARRATT should take the same; which he having done, the following resolution was proposed, and unanimously agreed to: **Resolved**,—That the thanks of the Meeting be presented to H. M's. Consul, for his impartial conduct in the Chair.

The Chairman then read the following Report of the COMMITTEE for the present year:—

"The Committee, on entering office, found the establishment burthened with the following debts, the origin of which is detailed in the report of their predecessors, viz. —

<i>On the Building Account,</i>	
Balance of a bond for £300 sterling, bearing 1 per cent. interest per month, given originally in the year 1832, to Mr. Thomas Whitfield, as the balance due him for building of the Church, - - - - -	£161 0s. 0d.
Two years interest to be added, } From 5th April 1833, to 5th } 40 19 2 April 1835, - - - - - }	
	£201 19 2—6,800 dls.
Balance due to Mr. John Carlisle, as Treasurer of the Building Committee, - - - - -	1,207
<i>On the Organ Account,</i>	
Balance due to Mr. Lord, for cost, &c., of Organ, - - - - -	£70 18s. 1d.
Interest from 1st May to 31st December, at 1 per cent. per month, - - - - -	8 7 10
	£78 5 11—2,900
Balance due to Mr. Armstrong, for expences on the Organ, - - - - -	175

Dollars currency, 11,270

Say eleven thousand two hundred and seventy dollars, approximately; besides which, it is understood that Mr. Carlisle has a further claim against the Church, the nature or extent of which is unknown to the present Committee, as it has reference to transactions which took place prior to their appointment. The Committee also found that repairs were necessary to be done, as well to the Church, as to the rooms occupied by the Clerk: the most necessary of these have been ordered, and are now in progress; the expence of the same will be considerable, and, together with Mr. Carlisle's claim, it is estimated will increase the church debt to about sixteen thousand dollars.

"With the view of providing funds to meet the more immediate calls on the establishment, the Committee have thought it expedient to appeal to the liberality of the congregation, and other residents in this city; and they are happy to say that they have been, generally, successful, the subscriptions to the present time amounting to nearly 5000 dollars; and additional donations from other friends interested in the prosperity of the establishment, are expected. Part of this amount will be required for the necessary repairs of the church, and the surplus will go towards liquidating the old debt.

"The Committee regret that they have not been able to devise any plan by which a sinking fund could be formed, for the exclusive purpose of relieving the church gradually from the heavy debt under which it lays. The most eligible mode of accomplishing this object, which suggested itself to the actual, as well as to the late Committee, was, that a small increase should be made on the pew rents, or sittings. This, however, it has not been considered advisable to put in practice this year; and the only alterations which the Committee have thought it right to recommend just now, are the following:—

"**First**,—That a Scale of Fees be established; and that it be obligatory to pay the same on all occasions where the services of the clergyman are required: leaving with him a discretionary power to make the charge less, in cases where he considers that the parties cannot well afford to pay. The rates they would recommend for the ensuing year, are as follow, viz.:

<i>For Non-Subscribers or Pew-Renters,—</i>	
For a Marriage, - - - - -	100 dollars.
For a Christening, - - - - -	20 "
For a Burial, - - - - -	15 "

<i>To Non-Subscribers or Pew-Renters,</i>	
For a Marriage, - - - - -	150 dollars.
For a Christening, - - - - -	20 "
For a Burial, - - - - -	20 "

"**Second**,—That the Committee be authorized to cause the pew rents for 1835, to be collected in the month of January; and to employ the amount, for the time it may remain unappropriated, in discounting of custom-house bills, accepted by importers of goods, or in some other equally secure manner. By such an operation, it is calculated that a sufficient sum, or nearly so, could be obtained to pay the interest of the debt for which the church is liable, without the congregation being inconvenienced in any other way than by each member of it anticipating a few months the payment of his proportion of pew-rent. Thus, the great object, and next desirable one to the paying it off, of preventing the debt from increasing further would be attained, by relieving it from the heavy percentage to which it has hitherto been subject for interest, and which is the principal cause of the amount at the present time being so large as it is.

"These measures are only intended to be temporary; and the Committee would by no means have recommended their adoption, could they have seen any other mode less onerous to their constituents, of attaining the object they had in view. To devise means for paying off the debt entirely, was impossible; the preventing of that debt increasing further, became, therefore, the next point for consideration; and they sincerely hope that the plan they have proposed may answer the desired effect. With respect to the Fees, it may be well to state, that the Committee have had additional reasons for recommending that these should be fixed, instead of voluntary, as heretofore. One of these reasons is, that they have considered it would be more satisfactory to the parties concerned, to know exactly what they had to pay; another is, that they are aware an erroneous idea exists, namely, that such voluntary payments have been and are applied to the use of the clergyman; whereas this is not the fact, for the amount so received during the year, has invariably been considered as forming a part of the income of the church, and has always been applied to the support of the establishment, in the same manner as that derived from the letting of the pews.

"The Committee further recommend that this Report be published in the *British Packet*, with the view that the subscribers may be made acquainted with the state of the church affairs."

Buenos Ayres, 10th December, 1834.
(Signed,) GEORGE NUTTALL, Treasurer.
THOMAS SILLITOE, } Trustees.
GREGORY HAXELL, }

It was then moved, and carried unanimously,—"That the Report be approved of; the Committee be authorized to carry its provisions into effect; and that the Resolutions of the Meeting, together with the Report of the Committee, be published in the *British Packet*."

JOHN HARRATT, Chairman.
Mr. Harratt having left the Chair,—
"**Resolved**,—That the thanks of the Meeting be given to Mr. Harratt, for the satisfactory manner in which he presided over the same."

GEORGE NUTTALL.
N. B.—The Subscription Lists remain with Mr. NUTTALL, No. 14, Calle de Mayú; and Mr. HAXELL, No. 131, Calle de la Fiedad; by either of whom Subscriptions will be thankfully received.

To the Editor of the *British Packet*.

SIR,
It having been reported, at Montevideo and Buenos Ayres, that I got the United States' ship *Erie* aground, while on her passage from Buenos Ayres to Montevideo,—your insertion of the inclosed refutation thereof, will greatly oblige your obedient servant,
JAMES ROBERTS.

"U. S. ship *Erie*, }
Montevideo, December 11th, 1834. }
"This is to certify that Mr. James Roberts, a Branch Pilot of Buenos Ayres, piloted this ship from thence to this place; and that in doing so, he gave me entire satisfaction. I also state, that I should feel myself fortunate, should I have occasion again to visit Buenos Ayres, to have my ship under his charge."
"J. PERCIVAL,
"Commanding U. S. ship *Erie*."

Forgeries of Bills of Exchange, and Promissory Notes, to a considerable amount, drawn upon various native mercantile houses of this city, have within these few days been discovered. A young man who has for some time acted as a Broker here, was taken into custody, charged with being deeply implicated in these transactions, and committed to the common jail;—whence he made his escape on Saturday evening last, and has hitherto eluded detection.

SUPERSTITIONS OF SAILORS.—The striking resemblance to be traced in the superstitions of sailors ages ago, with those of our own days, is to be attributed to various causes. Amongst them, superstition still seems

"To hold her iron sway,"

though they are the boldest and most fearless class alive, in matters having no relation to it. Their manner of life—the frequent opportunities they have for reflection amidst the most elevating and sublime scenes in nature (for what can exceed the waste of waters,)—the constant and ceaseless dangers and perils to which they are exposed—combined with the deficiency of education (which is perhaps the most material point.)—all seem calculated to engender superstition, and to render the mariner more superstitiously inclined than most men. Indeed, on land, the manner in which

"Phantoms, with all their dim array,"

have visioned before the light of knowledge, affords a striking illustration of the 'invaluable blessings which descend even to the lowest of the people, from the diffusion of the sound principles of philosophy.'

It may not be uninteresting to look back a century or two, and give a few instances of the popular belief amongst mariners in those days; though it is to be remarked, that some of the superstitions were current, perhaps, in the days of the Phœnicians. Old Scott, in his work on witchcraft, tells us that 'innumerable are the tales of wonder among such as frequent the seas, and about the noises, flashes, shadows, echoes, and other visible appearances and noises, nightly seen and heard upon the water;' and Dr. Pegge says, 'Our sailors, I am told, at this very day (I mean the vulgar sort,) have a strange opinion of the devil's power and agency in stirring up winds; and that is the reason they so seldom whistle on ship-board, esteeming that to be a mocking, and consequently an enraging of the devil.' There is a very strange marine custom also related in Petronius Arbitr, 'that no person in a ship must pare his nails or cut his hair except in a storm.' To have a corpse in the vessel was ominous; so was it to lose a water-bucket or a mop, or to throw a cat overboard. Children were deemed lucky to a ship.

To turn to our own days:—Sailors have, in general, a very proper sense of the importance of religion, though a late writer remarks, it is often 'strongly tinged with superstition.' They believe in mermaids, ghosts, malicious spirits, goblins, omens, the Flying Dutchman (a spectre ship, sometimes a two-decker, mostly seen in southern latitudes, near the Cape of Good Hope, which appears always to windward and invariably indicates a storm,) and 'the devil taking the ship's broker into Mount Stromboli,* is received by them as fact. They have a great idea of the transmigration of souls as far as relates to the Simia tribe, many of whom they believe to be captains of Guineamen in a state of punishment. 'I was assured,' says the writer last quoted, 'by a North-Sea pilot, in confirmation of his belief in mermaids, that, in the great gale of 1762, when so many colliers were lost on the east coast of England, one of the fleet was saved by the kind interference of a mermaid, who hailed her by name in the following prophetic words:—Sea Adventure! Sea Adventure! clew up all your sails, and let go your sheet anchor.—The prudent master took the warning, and saved the ship.—Every unusual noise, coming from the deep, is also attributed to some preternatural cause. If the sailor would accustom himself to reason on any matters out of the ordinary course of things, which would be the first impulse of a well-informed mind, he would find that most of those apparently mysterious occurrences on the deep, could be explained, on the simplest principles, both natural and philosophical, which (because it is the easiest method of accounting for them,) he invariably places to the account of something not of this world.

"— In the name of truth,
Are ye phantastical, or that indeed
Which outwardly ye show?"

As such a sailor is not a thinking animal, this, however, is natural enough. We are told, that the captains of ships in Norway, when they are about to embark on a voyage, give considerable sums to the witches of that part, for knotted strings, and other charms to ensure them favourable winds. But we have a parallel in our own country, which is quite as absurd; I allude to the belief, that those charmed articles *typled cauls*,

* The Devil's jurisdiction over ship-breakers, does not, we believe, extend to this part of the world. A voyage from Buenos Ayres to Stromboli, ereen when 'Flying Light' would at any time be rather a serious undertaking.—Ed.

or calls, will preserve the wearer from drowning. The Methodists, we have heard, have a similar opinion of their efficacy in cases of fire. Some of these articles will cost from twenty to thirty guineas!

The modern sailor seems to have as great fear of witches, as his precursor of some centuries back. The Norway breed are much the most mischievous. 'A horse-shoe, always toe up, is nailed to the forepart of the fore-mast (in men-of-war,) as a specific against these unhalloved hags.' We have almost invariably observed the same in merchant ships and coasting vessels. By the way, this is also practised amongst colliers, who would on no account omit having a couple of horse-shoes nailed to the frame-work at the top of the coal-pit. Sailors, also, strongly imbibe the popular prejudice against Fridays; and, however important a fair wind may be, would rather run the chance of losing it, and, perhaps, being detained for a considerable period, than voluntarily sail on that unlucky day. In cases where they are obliged to do so, all disasters that may occur subsequently, are generally attributed to this reason. The following is a singular story connected with this subject:—An intelligent merchant of Connecticut, wishing to do what he could towards eradicating this often inconvenient impression, caused the keel of a vessel to be laid on a Friday; she was launched on a Friday; named the 'Friday'; and sailed on her first voyage on a Friday.—Unfortunately for the success of this well-intentioned experiment, neither vessel nor crew were ever again heard of.

We find, also, that the same superstition respecting cats, which we noticed as having been in vogue centuries ago, still exists in all its pristine force. A sailor, (of the navy we presume,) Captain Glasscock says, in the two cases, would rather throw a Jew than a cat overboard! The offence against the feline race, he dreads, would be visited by sickness, hard weather, and almost every calamity incident to a nautical life; and we doubt not that this trait in Jack's character will be highly esteemed by the ladies of 'the certain age,' as our Gallic neighbours say.

The appearance of birds at sea is also considered a bad omen: they are thought to precede tempestuous weather. 'Mother Carey's chickens,' and many other species, are even said to be in league with the powers 'that none may name!' The origin of the name of these most unlucky birds is curious, and I may give it at a future opportunity. By the way, few things at sea (when people, of necessity, are obliged to devote their mind and attention to matters that those on land would perhaps think trifles,) are more interesting than the arrival of these feathered visitants, which sometimes remain for a considerable time perched in the shrouds of the ship, and often afford considerable amusement to the passengers or crew: and the gambols of the dolphin, or shark, with the more unwieldy movements of the whale, and various habits of other fish, combined with the screams of these marine birds, frequently afford the seaman food for conjecture; and, like the ancient soothsayers, are thought to have the consequences of good or ill fortune attendant on them.

Hail! mighty Ocean!—who can
Gaze unmov'd upon thy
Vast expanse of moving waters?
Emblem of Time, ceaselessly
They hold their course
Unwearied, from pole to pole!

"Age after age rolls on, till all are lost
In the deep ocean of eternity!
To which whole ages are as nothing weigh'd,
Not e'en as one light grain of sand that lies
On the sea-shore, to the whole globe itself."

The instinctive power which marine animals possess in anticipating stormy weather, is well known and authenticated. In Stavorinus's Voyage, while in the North Indian Ocean, it is stated, that about six o'clock in the evening there arose a sound, just like the groaning of a man, out of the sea, near the ship's side. I thought it proceeded from some of the men, who had, perhaps, been hurt between decks.' On inquiry it was ascertained that the same noise, arising apparently out of the water, had been heard several times before; and the writer states, that he heard it distinctly ten or twelve times repeated. As the ship advanced the noise receded, till at last it died away. 'The gunner, at seven o'clock, informed me that he had observed the same before in one of his Indian voyages, and that a dreadful storm had succeeded.' At the time he said this there was not the least appearance of a storm, but before four o'clock in the morning the sea was running mountains high in a violent tempest.

Captain Scoresby, in the Northern Seas, remarks, that the sea is often covered for leagues with a yellowish appearance, looking like sulphur

and mustard-seed, which he found to consist of countless animalcules.

But we must bring this article to a conclusion. 'Superstition,' remarks an intelligent writer, 'is, however, a quality that seems indigenous to the ocean. Few common mariners are exempt from its influence in a greater or less degree; though it is found to exist, among the seamen of different countries, in forms that are tempered by their respective national habits, and peculiar opinions.'

VVVVYAN.

ADVERTISEMENTS.

NORTH AMERICAN BENEVOLENT SOCIETY.

AT a MEETING of the Standing Committee of this Society, the Treasurer was requested to make out Receipts for the balance of the year 1834, and leave the same with Mr. M. PARKER, No. 30, Calle de la Paz.—All Members who have not already paid for the present year, are particularly requested to call on Mr. PARKER and do so.

HORSES FOR SALE, OR HIRE.

AN extensive and choice selection of the BEST HORSES IN THE PROVINCE, may be found at the LIVERY STABLES lately occupied by John Moore, situated in the Plaza del Marte, opposite the Port; either for SALE, or to be LET, with good Saddles and Furniture. There are several Pairs of superb Coach Horses, and some beautiful Ladies' Horses, in the selection.

Horses taken care of by the Month, in the best method possible, and on reasonable Terms.

N. B.—The Corralon is the one nearest the River, and adjoining the Cooper's Shop.

FASHIONABLE MILLINERY, &c.

MRS. WILSON respectfully intimates to the Ladies of Buenos Ayres, that she keeps constantly on hand, at No. 86, Calle de Venezuela, a variety of SILK, NETT, GAUZE, and CRAP BONNETS, which she will dispose of on very moderate terms. Likewise, a few superior LIONHON HATS.

Leighorn Bonnets cleaned and trimmed in the best manner; and orders for Millinery executed with punctuality, and on reasonable terms.

CHARTS.

FOR SALE, at No. 30, Cathedral Street, (fronting the Church,) the "CARTA ESFERICA del RIO DE LA PLATA, en la America del Sur; levantada por DON ANDRES OYARUNO, y corregida todo el Interior del Rio, desde el meridiano de Montevideo, en los años 1823, 24, y 25, por DON BENITO AIZPURUA, Piloto de altura, y Practico de dicho Rio."—The Chart is 3 feet 6 inches long, and 2 feet 9 inches wide, pasted on stout cotton.

NOTICE.

BARCLAY PERKINS (BROWN STOUT) PORTER, and ASHTON'S GOLDEN ALE,—superior articles,—on Sale at the Store Calle de la Piedad, No. 42, (corner of Calle de la Paz,) by the dozen, and the single bottle.—Also the same on Draft, and sold by the gallon, and quart.

WINE and SPIRITS of every description, and of the best qualities.

REMOVAL.

THOMAS GOODALL, WATCHMAKER, respectfully begs leave to inform his Friends and the Public, that he has REMOVED from No. 65, to No. 45, Calle de la Paz; and trusts, by a punctual conformity to all commands, to merit a continuance of their favours.

N. B.—Nautical and Mathematical Instruments repaired and corrected.



FOREIGN MERCHANT VESSELS

IN THE PORT OF BUENOS AYRES, ON THE 15th OF DECEMBER, 1834.



VESSELS AND CAPTAINS' NAMES.	CONSIGNEES.	DESTINATION, &c.
BRITISH.		
Brig Laura, Crockley	Thomas Duguid	Loading for Liverpool.
Brig Floraville, Wood	Rennie, Macfarlane & Co.	Loading for Liverpool.
Brig Ellen, Johnson	Rafone, Robinson & Co.	Loading for a port in England.
Brig Pacific, Gardner	Barlane, Macalister & Co.	Loading for Liverpool.
Brig Hannah, Barrell	George Riley & Co.	Loading for Valparaiso.
Brig Emma, Getbins	Brownell, Stegmann & Co.	Loading for Valparaiso.
Schooner-brig Betsey Hall, Coaker	Rezaval, Bros.	Loading for Cadiz.
Brig Maria Cecilia, Vionee	Rennie, Macfarlane & Co.	Loading for Liverpool.
Brig Spencer, Wilson	S. Lezica, Bros.	Discharging.
Barque Manly, Davis		
Schooner Reform		
AMERICAN.		
Brig Cameo, Sayer	Davison, Milner & Co.	Loading for Havana.
Schooner-brig Margaret Ann, Mott	Daniel Gowland & Co.	Discharging.
Ship Augusta, Wiswell	Davison, Milner & Co.	Discharging.
Ship Romulus, Barker	Davison, Milner & Co.	Loading for New York.
Brig Betsey, Hodge	Daniel Gowland & Co.	Discharging.
Brig Level, Doane	Davison, Milner & Co.	Loading for Boston.
Brig Chateaudun, Sumner	Dorr, Reincke & Lees	Loading for Boston.
Barque Statira, Curtis	Zimmermann, Frazier & Co.	Loading for New York.
Brig Adele, Peterson	Daniel Gowland & Co.	Loading for Baltimore.
Ship Brutus, Adams	Zimmermann, Frazier & Co.	Loading for New York.
Brig Marcellus, Jennings	Zimmermann, Frazier & Co.	Discharging.
Brig Talisman, M'Near	Dorr, Reincke & Lees	Loading for Havana.
Brig Orient, Ellis	Davison, Milner & Co.	Loading for New York.
Brig Sicily, Elwell	Davison, Milner & Co.	Discharging.
Brig Angelina, Johnson	Zunaran & Treserra	Discharging.
Barque Baring Brothers, Hinckley	Dorr, Reincke & Lees	Discharging.
Brig Leander, Kimball	Daniel Gowland & Co.	Discharging.
Ship Parachute, Titcomb	Dorr, Reincke & Lees	Discharging.
Brig Dante, Fish	Daniel Gowland & Co.	Discharging.
Schooner-brig Angelina, Ropes	Zimmermann, Frazier & Co.	Discharging.
Schooner E. Dorsey, M'Guire	Daniel Gowland & Co.	Discharging.
Schooner Eliza B. Hallet, John Frazier	Zimmermann, Frazier & Co.	Discharging.
FRENCH.		
Barque Fanny, Mangendre	Casimir Cochard	Loading for Havre de Grace.
HAMBURG.		
Ship Molly, Harcus	Bertram, Delisle & Co.	Loading for Havana.
Barque Diana, Kruse	Zimmermann, Frazier & Co.	Loading for Havana.
Schooner-brig Oberon, Kruse	J. J. Klick	Discharging.
DANISH.		
Brig Pizarro, Holdt	J. J. Klick	Loading for Rotterdam.
Ship Dioskuren, Gunthersen	J. J. Klick	Loading for Havana.
BREMEN.		
Barque Johanna, Grote	Zimmermann, Frazier & Co.	Loading for Havana.
ROMAN.		
Brig Concordia, Borraini	Felipe Llavallol	Discharging.
PORTUGUESE.		
Schooner Bom Fin, Raimundo	M. A. Ramos	Loading for Rio Janeiro.
SARDINIAN.		
Polacre San José, Rabelo	Pedro A. Plomer	Loading for Barcelona and Genoa.
Polacre Epiro, Raggio	Pedro A. Plomer	Loading for Rio Janeiro.
Polacre Constante, Vichini	J. Gestal	Lo ding for Genoa.
Polacre San José, Goriolo	Zimmermann, Frazier & Co.	Loading for Genoa.
Polacre Marquez Gropallo, Croze	Amadeo & Caprite	Loading for Genoa.
Brig Guisouze, Dodero	Amadeo & Caprite	Loading for Genoa.
Brig General Americano, Barboz	E. de la Llave	Loading for Genoa.
Polacre Colomba, Marchani	F. Llavallol	Loading for Brasils.
Polacre N. Sra. de Sufragio, Capareno	Pedro A. Plomer	Loading for Rio Janeiro.
Polacre Anorora, Ghsalberti	Amadeo & Caprite	Discharging.
Polacre Indiferente, Dodero	Amadeo & Caprite	Discharging.
Polacre Madonna del Carmen, Croze	Amadeo & Caprite	Discharging.
Polacre Buona Zia, Scotto	J. P. Gestal	Genoa.
Polacre Livietta, Michelini	Justo, Risso & Co.	Discharging.
BRAZILIAN.		
Brig Eloisa, Meirelles	Pedro A. Plomer	Uncertain.
Zunaca Bom Fin, Oliveira	M. A. Ramos	Loading for Santos.
Schooner-brig Cacique, Oliveira	M. A. Ramos	Brasil.
Brig Seventh September, Penna	Joaquin Almeida Rivera	Brasil.

FOREIGN VESSEL OF WAR.

BRITISH.—Packet Cockatrice, Lieut. W. L. Rees, Commander.

MARINE LIST.

Port of Buenos Ayres.

December 13.—Wind E.

No arrivals.
Sailed, Sardinian polacre Valiente Nicolas, C. Masone, for Rio Janeiro, despatched by Zimmermann, Frazier & Co., with 1500 fanegas Indian corn, 65 doz. goat skins, &c.

The Jean Key was under weigh this afternoon, but anchored again near the Outer Roads, from head wind.

December 14.—Wind N. E., variable.—slight rain in the morning.

Arrived, American schooner Eliza B. Hallet, John Frazier, from Baltimore 20th October, Montevideo 13th inst., in ballast, to Zimmermann, Frazier & Co. Passengers from Baltimore, Mrs. Henry and two children, and Mr. James Duffy.—Passengers from Montevideo, Messrs. J. C. Zimmermann, Edward Davison, and Moorfield.

Sailed, Belgian barque Jean Key, Ruard, for Havana, despatched by Bertram, Delisle & Co., with 5359 quintals jerked beef.

Sardinian polacre Tetis, Pierangiole, for Montevideo and Malaga, despatched by Zumaran & Treserra, with 7700 dry hides, 11 bales with 100 arrobas wool, 8 pipes and 11 barrels with 396 arrobas tallow.

Brazilian schr.—brig Criollo, Vargas, for Paragua, despatched by F. Berdier, in ballast.

December 15.—Wind N. N. W., variable.

No arrivals.
Sailed, British brig Alert, Snowden, for Cowes for orders, despatched by Alfred Barber, with 16,423 dry hides, 600 salted ditto. Passenger, Mr. Hugh Crawford Smith.

Oriental packet schr. Minerva, F. Moratore, for Montevideo.

December 16.—Wind W.

No arrivals or sailings.

December 17.—Wind N. N. W.—rain.

No arrivals.
Sailed, Brazilian brig Amistad, Ferreira, for Paragua, despatched by M. A. Ramos, with 277 fanegas salt, 100 barrels flour.

British brig Nautilus, Dobson, for Havana, despatched by Zumaran & Treserra, with 3427 quintals jerked beef.

December 18.—Wind E., strong all day.

Arrived, Oriental packet schr. Rosa, Moratore, from Montevideo 17th, to C. Galeano.

Oriental packet schr. Aguila Segunda, Soriano, from Montevideo 17th, to A. Martinez.

British schooner Reform, from Malaga about 24th October, to S. Lezica, Bros. — (She was placed in temporary quarantine.)

H. B. M.'s packet schr. Cockatrice, Lieut. W. L. Rees, Commander, from Rio Janeiro 7th inst., arrived at Montevideo 15th, sailed thence 16th, with the October mail of H. B. M.'s packet Skylark.

Passengers from Rio Janeiro, Samuel Lyons, Esq., and his Lady; and a Señora.—(The latter landed in Montevideo.)

December 19.—Wind E., rain.

Arrived, National schooner Star of the South, (Pilot-boat), from a cruise in the river; and sailed again in the afternoon.

A Sardinian schooner brig.

Vessels posted to sail.

On 22d inst.—H. B. M.'s packet Cockatrice, for Montevideo and Rio Janeiro.

On 23d inst.—Fanny, for Havre de Grace.

The Sardinian polacre Rosa, for Montevideo, and Brazilian zumaca Bom Fin, are expected to sail this day.

SHIPPING MEMORANDA.

The American schr.—brig Angelina, whose arrival on 12th inst. was noticed in our last, was released from quarantine on 13th.—She sailed from Salem 23d September.

The American ship Belvidere, Hill, sailed from Baltimore on the 12th October, for Cape de Verdes and Buenos Ayres.

The Sardinian brig Colombo, Ardito, from Paragua, with yerba and timber, consigned to J. Gestal, was lost on 11th inst., on Punta Carretas, near Montevideo,—crew saved.

In our No. 431, it was stated that the Brazilian schr.—brig Criollo, had been sold;—we in consequence took her out of our List of Vessels in Port. It appears, however, that the sale was not effected, and she sailed from this on 14th inst., under the Brazilian flag.

Vessels passed Point Indo.

On 12th inst. at 11 A. M., wind variable,—Forth, from Buenos Ayres 14th.

On 13th, at 5 A. M., wind N. N. W.—Mentor, from Buenos Ayres 15th.

On 14th, at noon, wind S. W.—Valiente Nicolas, from Buenos Ayres 13th.

On 15th, at 7 A. M., wind W. N. W.,—Jean Key, from Buenos Ayres 14th.
On 16th, at 10 A. M., wind W. N. W.—Alert, from Buenos Ayres 14th.
On 17th, at half-past 4 P. M., wind N. W.—Nautilus, from Buenos Ayres 17th.

Arrived at Liverpool.

September 11.—British brig Lady Clinton, Day, last from Falmouth;—(her arrival at the latter port from Buenos Ayres, was noticed in our No. 430.)

26.—British brig Gondolier, Rhodes, from Buenos Ayres 17th July.

October 2.—British brig Baronet, Wylie, from Buenos Ayres 14th July.

British brig Ann, Potts, from Buenos Ayres 1st July.

4.—British brig Sterlingshire, from Montevideo. At Falmouth.

October 6.—British brig Porcia, Randall, from Buenos Ayres 6th July.

September 9.—British schr.—brig Lowther, Carr. (Her arrival at Falmouth on 2d September, from Montevideo, was noticed in our No. 430.)

At Cadix.

August 12.—Sardinian schr.—brig Espartano, Cruz, from Buenos Ayres 9th June.

At Havre de Grace.

October 9.—French brig Deux Freres, Frappaz, from Buenos Ayres 25th May, Rio Janeiro 19th July.

At St. Maloes.

September 3.—French brig Courier de Montevideo, Reynaud, from Montevideo 25th June.

At Antwerp.

September 5.—British brig Adventure, from Montevideo 24th June.

5.—Hamburg brig Amphitrite, Gerritz. (Her arrival at Cowes on 2d September, from Buenos Ayres, was noticed in our No. 430.)

At Demerara.

August 7.—British brig Esquimaux, Gelling, from Esenada 21st June.

Arrived at Rio Janeiro.

5th ult.—H. B. M.'s packet Cockatrice, from Buenos Ayres 21st October, Montevideo 25th.

12th.—Portuguese brig Josefa, from Montevideo 7 days.

16th.—Sardinian brig Achilles, from do. 14 days.

22d.—American ship Harriet, Strout, from Buenos Ayres 6th ult.

24th.—Brazilian brig Justina, Silva, from do. 6th ult.

30th.—British brig Maria, from Montevideo 15 days.

4th inst.—H. B. M.'s ship Talbot, (28 guns,) Captain Follet W. Pennell, from Plymouth 45 days, having on board Rear-Admiral Sir Graham Eden Hamoud, Bart., K. C. B.

H. B. M.'s packet Skylark, from Falmouth 10th October, (she called at Pernambuco and Bahia), with the mails for the River Plate.

French brig Jeune Heloise, from Montevideo 10 days.

Sailed from Rio Janeiro.

15th ult.—H. B. M.'s packet Pigeon, with the mail forwarded from Buenos Ayres 21st October, by H. B. M.'s packet Cockatrice.

Arrived at Montevideo.

6th inst.—Oriental zumaca Emilia, from Sta. Catalina. Oriental schooner Bella Union, from Rio Janeiro.

11th.—American barque Louisa, Christopher, from Philadelphia 10th October, to Zimmermann & Co.

Portuguese brig Jupiter, from Angola.

Sardinian brig San Salvador, from Genoa, Marseilles, and Bahia.

Sardinian ketch Intrepid, from Rio Janeiro.

French brig Jeune Charles, from Havre de Grace 10th October.

British brig Nancy, from Rio Janeiro 4th inst., to Bertram & Co.

British brig Sisters, Sutton, from Liverpool 21st September, to Lafone & Co. Passenger, Doctor John Oughlan.

12th.—Sardinian polacre Veloz, from Genoa.

American ship Champion, from Lisbon 16th October, with salt and lumber, to Davison, Leland & Co.

Portuguese brig Adamaster, from Angola.

13th.—Oriental brig Felix, from Paragua.

16th.—Sardinian schr.—brig Meridiano, from Genoa and Ivica, with wheat and salt.

H. B. M.'s packet Lord Melville, was appointed to bring the November mail from Falmouth, for the Brazils and River Plate.

Vessels on the Berth at Liverpool, on 6th October.

For Buenos Ayres.—

Barque I. O., Captain John Barnes.

Brig Andes, Captain Richard Taylor.

Brig Anne Wise, Captain Renney.

Barque Argentina, Captain Stephen W. Kelson.

For Montevideo and Buenos Ayres.—

Barque Cora, Captain W. Whitley.

Brig Camerton, Captain John Hewitt.

According to letters from the United States, the 4500 arrobas wool shipped per Draco, for Boston, were sold in that city, on 1st October last, at 6½ cents per lb.,—six months credit.

The Portuguese schooner Bom Fin, in the Inner Roads, had her colours half-masted on 12th, 13th, 14th, and 15th inst., in consequence of the death of Don Pedro, Duke of Braganza.

The calm and warm evenings at the commencement of the week, enticed, as usual, crowds of promenaders to the streets, particularly to the fashionable endroits in the vicinity of the Plaza de la Victoria. The quantity of females to be seen on these occasions, the moon 'glittering' on their splendid combs,—forms no ordinary sight,

even to the domiciled stranger;—indeed the scene to us is always new and exciting.

The Band of the Guardia Argentina, has played on one or two nights, at the corner of the Calle de la Catedral, on their way to the Retiro; and vocalists, accompanied by the guitar, were to be heard in all quarters, until a late hour of the night.

BATHING.—Until Tuesday evening, the bathers in the river were tolerably numerous; and on that evening we observed, for the first time this season, several ladies in the group.

THE WEATHER has been extremely variable this week. The thermometer until Tuesday was about 80; on Wednesday it fell to 70; and yesterday, in the morning, it was at 66.

THEATRE.

The house was but indifferently attended on the 14th and 16th inst.; but on the 18th, for the benefit of Señor Casacuberta, it was full, and the boxes might truly be said to contain 'beauty and fashion.' The play was entitled 'El Antonino,' translated from the French by Señor Rafael Miviel, and upon which we have not space to make any remarks. Señor Casacuberta, in some of the scenes, evinced considerable skill. Doña Matilde Diaz was superbly attired, in dress of salmon colour, with brilliant head-gear;—and Doña Manuella Funez de Casacuberta, looked divine.

CIRCUS.

The performances on the evening of the 14th inst., were respectfully attended.

Married.

In Maldonado, on the 6th inst., Mr. FRANCIS LELAND, of the house of Davison, Leland & Co., of Montevideo, to Doña EFRASIA BERNADINA AGUILAR, daughter of FRANCIS AGUILAR, Esq., of the former place.

ADVERTISEMENTS.

COMMERCIAL ACADEMY,

No. 58, CALLE DE BALCARCE.

MR. RAMSAY respectfully intimates to the Parents and Guardians of the Youth under his charge, and others interested in the cause of Juvenile Education, that the Annual Public Examination of his Pupils will take place on Thursday, the 25th inst., commencing at 11 o'clock, A. M.; when he will feel honoured by their attendance.

FOR SALE.

AT No. 30, Cathedral Street, BILLS OF EXCHANGE; also, BILLS OF LADING.

NOTICE.

ALL persons having claims, or that are indebted to the Estate of the late JOHN McLEOD, Pulper, No. 24, Plaza 25 de Mayo, are requested to present the same, with sufficient vouchers, for adjustment, within one month from the date hereof, otherwise claimants cannot be attended to; and those indebted, will be legally proceeded against for what they owe.

Careers appointed by H. B. M.'s Consul,

HENRY HAMILTON,

GEORGE BROWN.

Buenos Ayres, December 13, 1834.

SECOND-HAND PLATE.

ON SALE, at a reasonable price, at No. 95, Calle de la Piedra, a small DINNER SET of ENGLISH STANDARD SILVER, in good condition.

PRICES CURRENT.

Doubloons, Spanish,.....	42½	—	122	dollars each.
Do. Patriot,.....	117½	—	118	do. do.
Plata macanuan,.....	6½	—	7½	do. for wt.
Dollars, Spanish,.....	7 7-16	—		do. curh.
Do. Patriot, & Pataces,.....	74	—	7½	do. do.
6 per cent. Stock,.....	44	—		do. per cent.
Bank Shares,.....	124	—		do. each.
Exchange on England,.....	6 15-16	—	7	penice per dol.
Do. on Rio Janeiro,.....	355	—	300	cts. p. ct. per dol.
Do. on Montevideo,.....	72	—		do. p. valteen
Do. on United States,.....	7½	—	7½	do. p. U. S. Col.
Hides, Or, best,.....	32	—	33	do. p. pesos.
Do. country,.....	28	—	30	do. do.
Do. weighing 23 to 24 lbs,.....	27	—	28	do. do.
Do. salted,.....	22	—	24	do. do.
Do. Horse,.....	11	—	11½	do. each.
Nutria Skins,.....	36	—	35	do. p. dozen.
Chinchilla Skins,.....	35	—	40	do. do.
Wool, common,.....	9	—	12	do. p. arroba.
Hair, long,.....	32	—	33	do. do.
Do. mixed,.....	17	—	22	do. do.
Jerked Beef,.....	16	—	17	do. p. quintal
Tallow, melted,.....	10½	—	11½	do. p. arroba.
Horns,.....	350	—	1000	do. per mt.
Flour, (North American),.....	55	—	60	do. per barrel
Salt, on board,.....	9	—	11	do. p. fanega.
Discount,.....	1	—	3	p. ct. p. month

The highest price of Doubloons during the week, 122 dollars. The lowest price, 117½ dollars.

The highest rate of Exchange upon England during the week, 7 pence. The lowest ditto, 6 15-16.

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ALEXANDER BRANDER, Responsible Editor.