

British Packet



AND

ARGENTINE NEWS.

No. 517.]

BUENOS AYRES, SATURDAY, JULY 16, 1836.

[Vol. X.

Notice.

MR. T. W. ROBINSON having retired from our Houses in Liverpool, Montevideo, and this City, on account of ill health; the Concerns in Buenos Ayres will from this date be carried on under the Firm of LAFONE, BARKER & CO. Buenos Ayres, July 8th, 1836. LAFONE, ROBINSON & CO.

Wanted,

FOR MATE OF A VESSEL; a Man of sober habits and possessing the necessary qualifications. Any person wishing to engage as such, apply to Capitán A. SMITH, at Mrs. Daws's, No. 20, Calle de Cuyo.

BUENOS AYRES.

We have no news to communicate this week, more than what is comprised in the official documents and a few other articles. The decree prescribing new regulations for Carnival-playing, is something gained from ancient prejudices. We yet hope to see the day when the good sense of the people will utterly discard the present disgusting practice of throwing water and egg-shells during Carnival.

The accounts in the Montevideo journals from the Brazilian Province of Rio Grande, state that on the 30th ult. a bloody affair took place between the forces of Colonel Bento Manuel, and those of Bento Gonçalves. It seems that Bento Manuel had under his command 700 men, Brazilian Government troops, and sought to surprise Bento Gonçalves; but the latter had information of the coming of his opponent, was prepared to meet him, and defeated him with considerable slaughter.—Two armed vessels belonging to the revolutionists had, after six hours fighting, taken two schooners of the Brazilian Government, and driven a barque on shore. The revolutionists in the province of Rio Grande seemed to be increasing in strength rather than diminishing, and threatened more and more the town of Rio Grande.

To counteract the above, a battalion that garrisoned Puerto Alegre, rose against the authorities placed there by the revolutionists, and with the aid of a colony of 800 Germans and a part of the National Guard, deposed the government, and proclaimed the lawful President.

We received by H. B. M's. packet Spider, London papers to 9th May, and Paris papers to 6th. They do not contain any very important intelligence. The affairs of Spain occupy much of the public attention in England. The British Government has notified to that of Spain, that the British squadron on the Spanish coasts has been reinforced, and that it has orders to act against the Carlists, and convey the Christiano troops from place to place, as they may require. Also, that the Commanders of British vessels of war have had instructions not to receive Don Carlos, should he make application to go on board any of said vessels. Why do not the British Government declare war against Don Carlos at once? The English ministerial journals say that his career will shortly be at an end.

A new Carlist partisan has started up in Spain, called the Young Alcalde; and he is said to be

the more formidable from his professing to pursue moderate measures. The author of the work entitled *Spain Revisited*, speaking of the motives of the Carlists, says:—

“Never was a war more popular, or undertaken from motives more entirely foreign to that bigotry and love of despotism which the French and English Liberals believe to be its impelling motives. The fact is, the Navarrese and Basques are the freest people in Spain, and they are perhaps the more attached to their rights and privileges, from their facilities of observing the enslaved condition of their neighbouring countrymen. Instead of heavy duties and direct taxation, they pay of their own free will a subsidy fixed by themselves, towards the expense of Government; and while a Castilian or an Andalusian is sent in chains to be shut up in a fortress in Africa for being found with a few pounds of tobacco, a Biscayan may traverse the King's highway with as much as he can carry. The Biscayan, for so the inhabitants of all these provinces are called in foreign countries, is not subject to the odious chances of the conscription, nor obliged to serve the King in person, who, indeed, is not here called King, but only lord or señor. Hence, it is not the love of despotism, but the dread of losing a liberty which has descended to them as a birth-right, which stimulates them in this deadly contest. ‘We care neither for Carlos or Christina, neither for King nor Queen,’ said a Biscayan to me; ‘we shall never want a God to judge us nor a king to command us! If we cannot be Spaniards on our own terms, we will set up for ourselves, and have a brand new King of our own every year.’ It would hence seem that the idea of a republic has already dawned upon them, and indeed it perhaps only depended upon Zumalacaregui to have placed himself long since at the head of a popular movement, in declaring the free provinces and Navarre sovereign and independent. To the duration, therefore, of such a war, there can be no assignable limits; carried on, as it is, by voluntary service, and as a matter of amusement, without any interruption of agricultural labour, and at the least possible expense, the finances of a more flourishing country than Spain may be a thousand times exhausted in costly and ruinous equipments, and a victory can never be won, when the beaten foe, escaping without baggage or encumbrance to the mountains by a thousand familiar defiles, becomes, by the concealment of muskets, bayonets, and cartridge-boxes, a mere collection of peasants hoeing upon their own fields, or finding a welcome asylum within the nearest cottage; and which, dispersed and invisible to-day, become again, at some distant rendezvous, a banded army to-morrow.”

Official Documents.

VIVA LA FEDERACION!

Buenos Ayres, July 8, 1836.

27th year of the Liberty, 21st of the Independence, and 7th of the Argentine Confederation.

The Government, taking into consideration the necessity of prescribing fixed regulations for playing Carnival, in order to prevent the excesses which are sometimes committed at that period, and to reconcile by this means the respect due to the customs of the people with that which morality and public decorum essentially demand; has ordered and decreed:—

Art. 1. Carnival-playing shall only be permitted on the three days which precede that of Ash Wednesday; to commence on each day at 2 o'clock in the afternoon, the hour to be announced by the firing of three cannon from the Fort; and to conclude at sun-set, on which occasion three other cannon will be fired.

2. In those houses in which playing takes place from the azoteas or windows, the street door must

remain closed during the hours of diversion, and only opened when necessity requires.

3. The playing from the azoteas, windows, or street door, must be with water only, or with common egg-shells filled with water; and on no account with ostrich shells.

4. Those who play in the streets, on horseback, on foot, or in vehicles, must only use the same ordinary egg-shells. Those same persons, as likewise those who play from the azoteas, windows, or doors, must, to use crackers, take out a permit signed by the Chief of Police.

5. No person playing in the street, is permitted to assault any house, nor force any of the doors or windows, nor pass the threshold either on foot or on horse back, in continuation of the diversion.

6. Neither is it permitted to play from house to house, through the interior.

7. It is also prohibited to use masks, or to wear a dress not corresponding to the sex, or to represent in pantomime dress or insignia, an ecclesiastic, magistrate, military officer, public employé, or aged person.

8. For public diversions which may take place in the evening, a permit must be taken out, signed by the Chief of Police.

9. All who infringe the foregoing articles, shall be punished at the discretion of the Government, according to the circumstances of the case; and obliged to make good any damage the said infraction may have caused, should it be required.

10. Let this be published. ROSAS.

Agustin Garrigos.

A communication, dated 2d inst., from D. Juan N. Terrero, Commissioner for the construction of the road ‘General Quiroga,’ to the Minister of Finance, states that he had repeatedly tendered 500 dollars to Don Carlos Zucchi, the Engineer, as compensation for his professional assistance in the formation of the said road: that he had however declined to receive it, stating that he had been more than paid for his services in having merited the approbation of the Government, &c. &c.

Don José Maria Rojas, Minister of Finance, replied to the above on 8th inst., thanking Señor Zucchi, in the name of the Government.

A decree dated 11th inst., orders that each of the public offices shall make out three estimates of their disbursements, &c.; and that those who have the management of public works, and receive money from the treasury thereon, shall close their accounts at the periods mentioned in the decree.

A decree, dated 12th inst., states the great injury to the public, from the practice which has for some time prevailed in this city, of persons exercising the profession of Accountant who have no right to do so, and who have not previously given sufficient proofs of their competency and probity. That from this state of things it has often occurred that lawsuits, in affairs of accounts, have been prolonged, either from the ignorance or knavery of those employed. It is therefore ordered that no person shall exercise the public profession of Accountant, without having received the permission of Government; he must also be 25 years of age, attached to the National Cause of Federation, &c. &c. &c. There are to be, until further notice, eight Accountants only. Their duties, and other regulations, are fully expressed in the decree.

The decree of 29th July, 1835, relative to the ceremonials to be observed by the Civil and Military authorities, the Corporations, &c., on public days, was republished in the *Gaceta Mercantil* of 14th inst.

The arrival in town on Thursday evening of Captain Carew, of H. B. M's. ship *Harrier*, caused a band to serenade in front of his residence. They played “God save the King,” &c.

"Collection of Works and Documents relative to the Ancient and Modern History of the PROVINCES OF THE RIVER PLATE; illustrated with Notes and Dissertations, by PEDRO DE ANGELIS."

The number for the month of June, contains:

- I.—Preface of the Editor of the Collection, Don Pedro de Angelis, to the Poem "Argentinas," do Barco Centenera.
- II.—Biographical Notices of ditto; by the Padre José Quiroga.
- III.—Preface of ditto, to the Survey and Navigation of the River Platensis.
- IV.—Foundation of the City of Buenos Ayres, by Juan de Garay; with other documents of that period.
- V.—"Actas Capitulares," in Buenos Ayres; from the 21st to the 25th May, 1810.
- VI.—Memorial relative to the Navigation of the Tercero, and other rivers which join the Parana; by Pedro Antonio Garcia.
- VII.—Foundation of the City of Montevideo, with other documents relative to the Oriental State.
- VIII.—Memorial relative to the Province of "Misiones," by Gonzalez de Doblas.

Amongst so many interesting and important documents, it is impossible for us to notice the whole of them. The Memorial relative to the navigation of the Tercero, &c., by P. A. Garcia, is dated Buenos Ayres 26th July, 1813. The author of it seems fully impressed with, and points out the immense advantages which might accrue to this country, by means of inland navigation of the numerous rivers which intersect it. His remarks on canals, and the benefits they have conferred on various nations, are excellent. He notices the Bridgewater Canal, and states that when the Duke of Bridgewater first promulgated his principles relative to canals, they were viewed by the English as a species of madness which would infallibly ruin the projector. But the contrary took place: he was enriched, and found crowds of imitators. At first the subject appeared as the dream of some visionary; but experience has rendered all discussion thereon superfluous, the advantages being so obvious. *The Penny Cyclopaedia*, of March last, in noticing the Duke of Bridgewater, says:

"One of the estates which the Duke inherited, situated at Worsley, near Manchester, contained a rich bed of coal, but it was comparatively of little value, in consequence of the heavy expense of land carriage and the inadequate means of communication afforded by the Irwell, which, though rendered navigable, was a tedious and imperfect medium for carrying on an extensive traffic. In deliberating on the best means of supplying Manchester with coal from his pits at Worsley, the obstacles were so great as to lead him to consider a great variety of expedients for overcoming them. At length he fixed on the expedient of a navigable canal; and in the 32d Geo. II. (1758-9) he obtained, though not without some difficulty, the act of parliament which enabled him to commence the first navigable canal constructed in Great Britain in modern times. From this circumstance he is frequently styled 'the Father of British Inland Navigation.' It was the Duke of Bridgewater's determination to render his canal as perfect as possible, and to adopt a line which should render it unnecessary to have recourse to locks. The Duke had the good fortune to select as engineer a man whose genius was unfettered by commonplace rules, and one who was exactly fitted to carry into execution a project, not only perfectly novel at the time, but which, even at the present day, would demand the highest practical science. [Brindley.] The Duke nobly supported Brindley in his bold and original views, in the merit of which he undeniably deserves to share. When Brindley proposed carrying the canal over the Mersey and Irwell navigation at Barton, by an aqueduct 39 feet above the surface of the water, he desired, for the satisfaction of his employer, to have another engineer consulted. The Duke was not deterred by the difficulty and magnitude of Brindley's plans, nor by the unfavourable report of the other engineer, from prosecuting the work under his direction. It is reported that the individual called in to give his opinion had said, on being taken to the place where the intended aqueduct was to be constructed, that he 'had often heard of castles in the air, but never was shown before where any of them were to be erected.' The Duke was rewarded for his enterprising spirit and confidence by the successful completion of the work, which is 260 yards in length. * * * * * With the exception of that part between Worsley and Leigh, every part of the canal was executed, under the direction of Brindley, in about five years. The aqueduct at Barton was

opened July 17th, 1761, and soon afterwards the whole line. It cannot be computed what the total expense incurred by the Duke of Bridgewater in completing this great undertaking amounted to. The Duke's canal, however, has done as much to promote the public prosperity as to increase the wealth of the noble projector's heirs. Before its construction costs were retained to the poor at Manchester at 7d. per cwt., but after its completion they were sold at 3½d., and six score were given to the cwt. The carriage by water from Manchester to Liverpool was 12s. per ton; by land it was as high as 40s.; on the Duke's canal the charge was 6s. per ton. The wealth which he was the means of creating was thus diffused among every class of his countrymen. When the line of his canal had been tripled in length, the Duke never demanded larger tolls, but contented himself with the profits which the increase of traffic fairly brought him. The Duke was also one of the most zealous promoters of the Grand Trunk Navigation, and his brother-in-law, the first Marquis of Stafford, being at its head, they mutually aided each other. In the construction of his great work he had exhausted his credit to the utmost; he could not raise 500*l.* or his bill in the city of London, and his agent, Mr. Gilbert, had frequently to ride over the counties of Cheshire and Lancashire, from door to door, to raise sums, from 10*l.* and upwards, to enable him to pay the Saturday night's demand. At the same time the Duke restricted himself to the simplest fare, and lived with scarcely a servant to attend upon him. His great estates at Ellesmere, which he held in fee simple, were quite unencumbered, but no persuasion would induce him to resort to the easy method of relieving himself from difficulties by borrowing money upon them. When in London he would not undertake the trouble of keeping house; he therefore made an allowance of 2000*l.* to a friend of his, (Mr. Carvill,) with whom he dined, when not otherwise engaged, and to whose table he had the privilege of inviting his intimate friends."

The same author (Garcia,) notices the necessity that a country which wishes to advance in civilization should possess good roads. That the Romans constructed roads in every part of their spacious empire. One of their laws recommended the administration of these works to the Censors, and from them they took the names of the Apian, Flaminian, and Emilian Ways.

In the Memorial relative to the Province of the Misiones, a full account is given of the country, its productions, and inhabitants; their days of rejoicing, &c. On the birth-day of the King of Spain, the portrait of the King was exhibited to the people, amidst music and cries of "¡Viva el Rey, nuestro Señor Don Carlos III.!" &c. &c. The dances danced at those festivals were antique or foreign, and that English contra-dances and Valencian dances had been introduced. At the Church, High Mass and Te Deum were celebrated with great splendor and solemnity. Horse-racing always formed a part of the festivities.

The Memorial, throughout, is highly entertaining and instructive. Certainly there has been no want of good writers upon this country; and the mode adopted by Don Pedro de Angelis of giving their works publicity, is highly creditable to his talent and industry.

MARRIAGE OF DOÑA MARIA, QUEEN OF PORTUGAL.

Lisbon, April 9.

The long-expected husband of our young Queen arrived here yesterday, and the marriage of this youthful bride and bride-groom was celebrated to-day in the Cathedral, with some show, though I cannot say a great deal, of pomp and ceremony. It was hoped that the Prince would have timed his departure from Portsmouth so as to reach Lisbon last Monday, the 4th, which was the Queen's birth-day; and not only her Majesty, but the people's expectations were strained for so happy an omen; but the winds, and the steam, and the waves were indifferent to our feelings, and they prevented his coming for that auspicious moment: and he was so long delayed that many began to apprehend that he had changed his mind and returned to Saxe Coburg, or—to school. The opera house was opened on the 4th, and the Queen and the Court attended, but the place where the Prince should be was unfilled, and the performances passed over with a certain degree of sadness—her

Majesty wearing as much the air of melancholy as her full and blooming countenance would admit of, and her subjects, in respect for her, looking as lachrymose as possible. The fingers seemed actuated by the same want of spirit, and a more dull performance of an opera I never witnessed, and even the orchestra were incapable of melody—the first violin imparting its anguish to the ears of the amateurs by the most grating sounds, and the double bass groaning in deep despair. On that day Doña Maria the Second attained her seventeenth year, and certainly nature seldom has given so much of its flesh and blood to a personage of that age, and if its bounty is to be measured by her size, she has every reason to be grateful, and so have the people of Portugal—for, if the kingdom be small, the Queen is large, and they have room for their loyalty, if not for their patriotism. It was the first time my eyes took in the whole of her dimensions; and I, in common with those about me, could not help being pleased with the fine open expression of her countenance, light blue eye, and Braganza volume of mouth and chin, and that ample bust and full person, worthy of an empire, and being delighted with the good-nature beaming in every feature, which would appear to be the cause as well as the effect of her good health and great proportions. Her sadness was only temporary, and we who knew the amiable source of it, and how soon it would be removed, gave her credit for the softness of her feelings, and endeavoured by cheers and *vivas* to convince her that where the Queen was, no King was necessary to fill the throne. I cannot say that the Portuguese people were equally anxious to offer their applause: and whether it be that the Queen appears so often in public, or that Don Pedro rather repressed than excited popular enthusiasm, and that the citizens are fatigued of their enthusiasm, the fact cannot be passed over that her Majesty was only cheered by a small proportion of the audience immediately on her entrance, and for the remainder of the evening there were no *vivas* heard, nor hymns called for in honor of her or of the Constitution—a practice which some time since was even a nuisance from its violence and frequency. The affection of the people for this young Queen cannot be doubted; for who could help loving so good-natured a personage of seventeen; but this *liberty* appears to be an awkward gift, which does not fit comfortably on the Portuguese, and they have not quite made up their minds if it be consistent with their manhood to be governed by a woman. The Empress was in the Royal box, and she appeared to me to be a charming person, dignified, handsome, and graceful, and worthy of the admiration and esteem which she has inspired.

After several false alarms and reports being spread that intelligence of the Prince having passed Oporto was communicated by telegraph, at length, about 10 o'clock yesterday, the cannon from the Castle at Belem, and at St. George's Castle, announced that the Manchester steamer, with his Highness on board, was entering the Tagus, and might be expected to anchor in a short time. The whole of the city, and, I may say, the river, was thrown into agitation, the people rushed in crowds to line the different quays and to fill the windows of the houses overlooking the Tagus, while all the shipping, consisting of the English, French, American, and Portuguese men-of-war, and innumerable merchant vessels of various classes, were on the instant decked out with their flags and colours; and several parties of ladies and gentlemen took boats in order to catch a glimpse of the young hero even before he touched the land. The barges of the Diplomatic personages and of the Officers of State, were also in requisition; and the Royal Barge, a magnificent boat, pulled by 74 oars, and finely gilded, was got ready to bring his Highness from the steamer to the shore. The National Guard also began to muster, a troop of Lancers was drawn up as a Guard of Honor to the Prince; the Queen's carriage came down to the Arsenal to receive him; and, in short, all these preparations were made in a few minutes, according to a published programme similar to that used on the former marriage. The river had a magnificent appearance; and as the steamer passed along when the ships' yards were manned, and the thunders of their broadsides were heard, and the colours of so many nations hung in drapery from bowsprit to stern fluttered in the wind, with a fine sun shining brightly—the waving line of hills on the left bank presenting the richest landscape—and the City of Siver, as Lisbon has been called, rising in successive terraces on the right, the Prince must have been delighted with the glorious prospect set out before him, and his young heart must have beat high in thinking that he was soon to be master of all that he beheld. In a short time the steamer came to

her moorings, having passed along the whole of the city, in front of the arsenal; and the Officers of State and the Diplomatic Corps, on which occasion Lord Howard de Walden was among the first, having gone on board to pay their respects to Prince Ferdinand, the State barge was brought alongside, and the Prince stepped into it, the cannon from St. George's Castle and the river batteries marking the event by another salute. Troops were drawn up in the arsenal yard to receive him, and the Duke of Palmella, the Duke of Terceira, and others of the Nobility were on the steps of the landing-place to hail his touching the Portuguese soil. In a few minutes he came to land, and this fine young man received the first Portuguese welcome, as he passed slowly along the line to the place where his carriage was in waiting. To you, who have so lately seen him, a description of his person will be unnecessary; but I must say the impression his first appearance made here was most favourable, and every one began to augur well from his fine gentlemanly presence and unaffected manner. The fair hair escaped in curls under his hat, and the brightness of his complexion and the slightness of his figure made him look even younger than he really is; and he seemed to me as he walked through the line of swarthy Portuguese, with premature seriousness on his brow, like a schoolboy playing a part in private theatricals, and doing majesty and dignity. He left the arsenal in the Royal carriage, and passed along the street, where the people were in crowds to receive him, to the Palace of the Necesidades, almost at the other end of the town. Here the husband and wife met for the first time, and what their mutual feelings were Heaven alone can tell. She saw before her a fine manly youth, such as even the romance of a girlish heart could desire; while he beheld as young, and as fair, and as good-natured a countenance as his soul could wish for, with perhaps a little more of flesh and blood than he was led to expect, or that his fancy would imagine. Still she was a Queen, and Portugal was her dower: and though fat and fair, she was not 40, but 17, and the eye of a lad of 19 is not very critical. However they met and dined together; and then the Prince returned to his steamer, while the Queen remained at the Palace to weep her last widow's tears, and prepare for the coming happy day that was to give her a consort and her people a Prince. Repeated discharges of artillery announced the close of the exhibition, and the citizens of Lisbon retired perfectly content with the appearance of their new master.

This morning at an early hour the city was in renewed agitation; the whole of the National Guard, and the few regular troops composing the garrison, took up their stations along the line of streets through which the procession was to pass. The day, though clouded in the morning, was again a brilliant one, and Lisbon looked as gay as any stranger could desire, with the bustle of its equipages, the variety of costumes, the uniforms of the military, amid the sound of martial music and the din of anxious crowds hurrying to one common object. At 12 o'clock the sound of cannon gave notice that the Queen had left the Palace, on which the Prince hastened from the steamer, and disembarking at the Exchange-square, proceeded to the Cathedral; but unfortunately his movements were too rapid, or those of her Majesty too slow, and when he arrived at the great door her carriage had not come up, and he had to wait more than half an hour, evidently to his discomfort and to those about him, who sympathised with the anxiety of so young a bridegroom, expecting the lady of his love. It was one o'clock before her Majesty arrived, and the Prince having joined her at the Cathedral steps, a procession was formed, headed by the Patriarch of Lisbon, who was to perform the marriage ceremony, and in the centre of which, under a canopy of white silk, appeared the youthful couple. The Prince looked remarkably well, his slight, tall frame strongly contrasting with the ample bulk of her Majesty. The Queen was also in her best smiles, a magnificent coronet of brilliants encircling her head, and many, many yards of white satin, her person. They walked slowly up the aisle until they reached the altar, where the Patriarch gave them his benediction, and she was placed for a moment in the Chair of State, while the Prince stood on her left hand. They both then knelt down, and the ceremony of the mass was commenced, at a given period of which the Prince and the Queen were led again to the altar, and there, in the face of Heaven and of man, their hands were joined, their vows were plighted, and they were made man and wife—their united ages being 36. The ceremony being concluded, the couple, now bound together for life, returned in the same order as they came, his countenance bearing the most impetachable gravity, while hers seemed to be affected

by the solemnity of his, and was much more serious than it habitually is. I attentively observed the Prince and the Queen from their entrance to the Church till their departure from it, and I do not think they spoke twice during the two hours; and subsequently when they stood at the balcony of the Palace, they preserved the same forbidding silence. It is possible that youth and diffidence restrained both; and a husband of 19—a man before he is a boy—and a girl of 17, maid, wife, widow, and wife again in the course of one year, may be overpowered by timidity, and the novelty of their feelings; and every one will be anxious to assign some amiable reason for their composure.—It only remains to be said that the Prince does not return to the steamer to-night.

(Correspondent of the Morning Herald.)

ADVERTISEMENTS.

Amateur Concert

FOR THE BENEFIT OF THE BRITISH AND FOREIGN SCHOOLS.

AT MR. BEECH'S HOTEL, On Tuesday, the 26th inst.

—PART I.—

OVERTURE.
GLEE.—Life's a Bumper, WAINWRIGHT.
SONG.—
DUET.—Minute Gun at Sea, KING.
GLEE.—Let the Smiles of Youth appearing, WRAN.
RECITATION.—
CATCH.—
GLEE.—Red Cross Knights, CALLCOTT.
SONG.—
GLEE.—The Chough and Crow, BISHOP.

—PART II.—

OVERTURE.
GLEE.—Rodrigh Viech Alpine, MAZZINGHI.
SONG.—
DUET.—Tell me where is fancy bred, .. STEVENSON.
GLEE.—Of all the brave birds, FREEMAN.
RECITATION.—
CATCH.—
SONG.—
DUET.—All's Well, BRAHAM.
GLEE.—Mynheer Vandunch, BISHOP.

Committee.

REV. MR. BROWN; MESSRS. J. C. ZIMMERMANN, RAMSAY, HAYES, GILBERT, WHITAKER, BLACK, HUDSON, AND GEORGE LORD;
Of whom Tickets may be had, price Five Dollars each; also at the Commercial Rooms, No. 39, Calle del 25 de Mayo; and at Mr. Steadman's Book Store.

PROFESSOR VELOZ WILL PRESIDE AT THE PIANO FORTE.
Doors to be opened at half-past 6, and Performance to commence at 7 o'clock precisely.

Notice.

ANDERSON, WELLES & CO., advertise to Dealers and Consumers, that they still have on hand a few remaining casks of Genuine bottled PORT & SHERRY WINES, landed in April 1884, ex Condor.

Hosiery.

A SUPERIOR ASSORTMENT OF WORSTED & COTTON HOSIERY, newly Imported, viz.,
Gentlemen's Unbleached Cotton Stockings,
" fine White " half "
" White and Colored Lambs-wool Stockings, " half "
" Cotton Night Caps,
" long and short Cotton Drawers,
Ladies' White Lambs-wool Hose,
" Cotton "
Children's " Socks, from No. 4 to 8,
Are now on Sale at the Store No. 37, Calle Chacabuco, corner Calle Victoria.

Chinchilli Skins

OF VERY SUPERIOR QUALITY, on Sale in small lots to suit Purchasers, at No. 56, Calle de Suipacha.

English Clothing.

JUST RECEIVED, a very handsome assortment of Gentlemen's Ready-Made Clothing, and are now offered for Sale at the Store No. 37, Calle Chacabuco, corner Calle Victoria; viz. —
Superfine Cloth Dress Coats, various colors.
" " Frock " "
" " Blue Jackets, " "
" " Black Vests, " "
Very handsome Black Silk Vests.
" " Colored " "
Fashionable Trousers, of various kinds and colors.

For Liverpool,

PASSAGE ONLY,
The known fast-sailing (Regular Trader,) British built barque
ISABELLA
221 Tons Register.—DAVID SMITH, Master.
THE above vessel was built only last year, expressly for this Trade, and great pains was taken to render her accommodations comfortable in every respect. Immediate application is requested to be made, as the greater part of her cargo is already on board. For further particulars apply to CAPTAIN SMITH, at Mr. Lums's, No. 82, Calle de la Universidad; to the Co-signees, MESSRS. RENNIE, MACFARLANE & CO., No. 38, Calle de Potosí; or to
HORNE & ALSOGARAY, BROKERS,
No. 51, Calle de la Paz.

The ISABELLA will return to this Port from Liverpool, and those persons desirous of engaging a Passage for their Friends to this Country, will please apply to CAPTAIN SMITH, as above.

FOREIGN MERCHANT VESSELS

IN THE PORT OF BUENOS AYRES, ON THE 14th OF JULY, 1838.

VESSELS AND CAPTAINS' NAMES.	CONSIGNEES.	DESTINATION, &c.
BRITISH.		
Barque Mona, Rowland,	Horne & Alsogaray,	Loading for Antwerp.
Barque Isabella, Smith,	Rennie, Macfarlane & Co.,	Loading for Liverpool.
Brig Sarah, Wrightson,	Zumaran & Treserra,	Loading for Liverpool.
Barque Alpha, Turner,	M'Cracken & Jamieson,	Loading for Cork or Falmouth for orders.
Schr. Emily, A. Smith,	Brownell, Stegmann & Co.,	Loading for London. (via Montevideo.)
Schr. Luisa Maria, Gamble,	Lafone, Barker & Co.,	Discharging.
Brig Nautilus, Mitchinson,	Brownell, Stegmann & Co.,	Discharging.
AMERICAN.		
Brig Pioneer, Goodhue,	Daniel Gowland & Co.,	Discharging.
Brig Envoe, Duon,	Zimmermann, Frazier & Co.,	Discharging.
Brig Gambia, French,	Zimmermann, Frazier & Co.,	Discharging.
Barque Governor Endicott, Pinel,	Daniel Gowland & Co.,	Discharging.
Schr.-brig Clio, Spalding,	Zimmermann, Frazier & Co.,	Loading for Havana.
FRENCH.		
Brig Nestor, Macquet,	C. Brest,	Loading for Havre de Grace.
Brig Gaulois, Grenier,	Casimir Cochard,	Loading for Havre de Grace.
SPANISH.		
Brig Veloz, Puche,	Zumaran & Treserra,	Loading for the Mediterranean.
Schr.-brig Isabella II., Morales,	J. B. Udoondo,	Discharging.
DANISH.		
Brig Elizabeth, Brackling,	C. H. Andersen,	Discharging.
TUSCAN.		
Brig Esperanza, Shephard,	Maunel S. de la Maza,	Loading for the Mediterranean.
HAMBURG.		
Schr.-brig Carl Heinrich, Valentine,	C. H. Andersen,	Loading for Havana.
SWEDISH.		
Barque Lydia, Stahr,	Zimmermann, Frazier & Co.,	Loading for New York or Boston.
DUTCH.		
Barque Hersteller, Vanderwind,	Runge, Rutz & Co.,	Discharging.
SARDINIAN.		
Polacce Bella Antonietta, P. T. Vasallo,	Pedro A. Piomer,	Loading for Havana.
Brig Octavio y Carolina, Baldoine,	Zimmermann, Frazier & Co.,	Loading for Coves for orders.
Polacce Mistica Rosa, Bressolozze,	Amateo & Caprizie,	Loading for Genoa.
BRAZILIAN.		
Brig Eloisa, J. C. Souza,	M. A. Ramos,	Loading for Rio Janeiro.
Zunaca Estrella Brillante, Pereira,	M. A. Ramos,	Brazil.
Brig Rufina, Alves,	M. A. Ramos,	Loading for Rio Janeiro.
Schr.-brig Carolina do Sud, Labrador,	M. A. Ramos,	Loading for Rio Janeiro.

FOREIGN VESSELS OF WAR.

BRITISH.—Sloop Harrier, (16 guns.) Captain William Henry Hallowell Carew. Packet Spider, Lieut. John O'Reilly, Commander.

MARINE LIST.

Port of Buenos Ayres.

July 9.—Wind W.
No arrivals or sailings.
July 10.—Wind W.
No arrivals or sailings.
July 11.—Wind N. N. W.
No arrivals or sailings. In sight, Luisa Maria.
July 12.—Wind N.

Arrived, British schr. Luisa Maria, Thomas Gamble, from Liverpool 3d May, to Lafone, Barker & Co., with coals. The other part of her cargo was discharged into the lighters sent to her whilst she was aground near Ensenada.

Sailed, (at night,) United States ship Eric, (24 guns), bearing the pennant of Commodore James Renshaw, for Montevideo.

July 13.—Wind E.
Arrived, H. B. M.'s packet schooner Spider, Lieut. John O'Reilly, Commander, from Rio Janeiro 25th ult., arrived at Montevideo 8th inst., sailed thence 9th, with the mail of the packet Delight, from Falmouth 11th May. Passengers from Montevideo, Señores José Escalada Maria, and Pedro Giol.

National schr.-brig Emilia, John Bucan, from Rio Janeiro 21st ult., with 1350 rolls tobacco, 800 alqueres salt, 20 bags sugar, and 1-bag rics, to Nelson Hartwig. Passenger, Señor Antonio Moreira Pinta da Veiga.

Dutch barque Hersteller, Cornelius Van-der-Wind, from Amsterdam 29th April, with general cargo, to Bunge, Hutz & Co.

(In the evening,) British brig Nautilus, Thomas Mitchinson, from Liverpool 3d May, with general cargo, to Brownell, Stegmann & Co. Passengers, Messrs. James Drabble, and — Clint.

National schr. Star of the South, (Pilot-boat), from a cruise in the river.

Sailed, Oriental packet schr. Rosa, Schiaffino, for Montevideo.

July 14.—Wind N.—Opposite Coast visible.
Arrived, H. B. M.'s sloop Harrier, (18 guns), Captain William Henry Hallowell Carew, from Montevideo 13th inst.

Sailed, Brazilian brig Licia, Joaquin A. da Silva, for Santos, despatched by M. A. Ramos, with jerked beef, horses, asses, &c.

National schr. Star of the South, (Pilot-boat), on a cruise in the river.

July 15.—Wind N.
No arrivals or sailings. In sight, a polacre,

The Eolo, for Cadiz and Malaga, has been despatched some days. The low state of the river has prevented her sailing.

Vessels posted to sail.
16th inst.—H. B. M.'s packet Spider, for Montevideo and Rio Janeiro.
“ “ Octavio y Carolina, for Cowes.
“ “ National schr. Ninfa, for Rio Janeiro.

SHIPPING MEMORANDA.

The Belgian galloo Antonies did not sail hence until 2 o'clock in the morning of the 5th inst. We stated in our last, by mistake, that she sailed on the night of the 4th.

The National schr.-brig Emilia, Bucan, lost her foremast and bowsprit in a squall, near the Ortiz Bank, on 5th inst.

We mentioned in our last that the British schooner Luisa Maria, had got on shore on the 3d inst., about 10 miles below Ensenada. She got off on 11th, her cargo, excepting the coals, having been discharged into lighters sent to her from this. She has lost two anchors, part of the chain cable, and a boat. The vessel herself has not received any damage that we have heard of.

Vessels passed Point Indio.
On 6th inst., at mid-day, Wind S. W.—Antonius, hence 5th.
On 8th, at 6 A. M., Wind N.—Hermine, hence 5th.

Arrived at Falmouth.
May 10.—H. B. M.'s packet Nightingale, from Rio Janeiro 7th March, with the Mail forwarded hence 11th January, by H. B. M.'s packet Cockatrice, at London.

April 25.—British brig Yare, Favcott, from Montevideo. At Genoa.

March 30.—Sardinian polacre Cesar Augusto, Ferrara, hence 4th December.

Arrived at Rio Janeiro.
May 28.—Brazilian patache Amizade Constante, from Montevideo 16 days.

11th ult.—Sardinian brig Dido, from Montevideo 18 days.
12th.—Portuguese brig Joven Africana, from do. 14 ds.
13th.—Brazilian brig Severo, from do. 24th May.

17th.—H. B. M.'s packet Spider, hence 3d ult., Montevideo 9th.

22d.—Brazilian zanca Nova Luz, hence 31st May.

23d.—Brazilian schr. Dos Amigos, from M. video 15 ds.

24th.—H. B. M.'s packet Delight, from Falmouth 11th May, with the Mail for the River Plate.

25th.—Oriental brig Restaurador de la Paz, from Montevideo 14 days.

26th.—Brazilian patache Saudade, from do. 18 days.

Sailed from Rio Janeiro.
26th ult.—H. B. M.'s packet Goldpich, for Falmouth, with the Mail forwarded hence 3d ult., by H. B. M.'s packet Spider.

Arrived at Montevideo.
1st inst.—Spanish ship Popia, from Barcelona 20th March, Ivies 17th April, with wine, oil, &c., to Carreras & Co.

2d inst.—American brig Sultana, Chickering, from Baltimore 3d May, with lumber, &c., to Soutigale & Co.

3d.—British brig Persia, from Cadiz 4th May, with salt.
“ American brig Delaware, from Rio Grande 27th June, with lumber and general cargo, to Zimmermann & Co.

5th.—Sardinian brig Giasone, Juan Bautista Dodero, from Genoa 12th April, Gibraltar 12th May.
“ Oriental barque Triunfo Orienta, from Marseilles 16th April.

6th.—Argentine brig Bella Juanita, from Santos 24th ult., to J. Gestal.
7th.—Sardinian brig Anibal, from Saló 25th April.

8th.—Sardinian schr.-brig Delfino Victorioso, from Sta. Catalina.
9th.—American barque Roman, Gill, from Cape de Verdes, to Zimmermann & Co., with 124 moyos salt; and a quantity of emigrants from the Canary Islands, which she took from a Spanish vessel that got on shore on the Island of Sal, Cape de Verdes.

10th.—French brig Fulgor, from Marseilles 2d May, with wine, oil, 8000 leeches, &c., to Reboul & Co.

Vessels on the Berth at Liverpool, on 7th May.
For Buenos Ayres:
Brig Joseph Winter, Captain R. R. Hunter, to sail 1st June.

Schooner-brig Betsy Hall, Captain John Coaker. A vessel, name not mentioned.

For Montevideo and Buenos Ayres:
Barque Lowther, Captain J. Murphy, to sail 15th May.

It was not known what packet would convey the June mail from Falmouth for the Brazils and River Plate.

The packet Delight was detained five days at Falmouth for the Marquis of Barbacena and suite, who came passengers in her to Rio Janeiro.

The American brig Rose, was to sail from Falmouth (England), about 17th May, for Montevideo and Buenos Ayres.

The British brig Philomela, Sprat, was to sail from London about 14th May, for Buenos Ayres, calling at the Cape de Verdes.

THEATRE.

On 9th inst. was performed *El Colateral*, the scene of which is laid in France, at an Inn. The incidents of the comedy arise from a variety of intrigues amongst the passengers in a "Diligence," and the action of the play is supposed to last only three-quarters of an hour, at the end of which period Monsieur le Conducteur informs the passengers that the Diligence is ready to start. It is an amusing piece: in it are introduced two strolling players, man and wife; also an heiress, and a dealer in wood. The latter is stated to be heir to considerable property. He makes love to the actress, having been hoaxed into the belief of her being a rich widow just arrived from South America.—In the farce which followed, a roguish Lawyer gets a good thrashing for being too free with another man's wife.—The exterior of the Theatre was illuminated, the interior extra lighted, and the National Anthem sung by the Performers previous to the commencement of the performance, in honor of the Festival of the Ninth of July.

On 10th, the *Comedea de Castille*. The story: two Moors of rank, Almanzor (Casacuberta) and Muley (Cosio), come with a flag of truce to Castille. Almanzor is in love with the widowed Countess (Señora Funes), and she with him. The son of the Countess, Sancho (Castañero), discovers this, and is enraged thereon; he arrests the two Moors, notwithstanding the truce. The Countess believes her lover has been put to death, and poisons herself.—There is some excellent language in this play. The Countess in one part regrets that her lover is not a Christian, to

"Dash that turban to earth, and sign
The sign of the Cross, and for ever be mine."

The acting of Señora Funes, as the Countess, was really good, especially when about to take the poison; and great praise is due to Señores Casacuberta and Cosio, particularly to the latter.—Señores Castañero and Viera also deserve credit for their exertions.—Between the play and farce, the Overture to the Italiana was excellently played by the Orchestra.—In the farce, Doña Manuela fainted very prettily, and payed a great deal of attention to her little lap-dog.

The house was extremely well attended both on this and the preceding evening: beauty and fashion graced the boxes, and on both occasions the interesting *espinza* was present; as also Commodore Renshaw; and on this evening we observed Mr. Mandeville, Minister Plenipotentiary of His Britannic Majesty.

On Thursday, *Una Travesura de Amor*, (Love laughs at Locksmiths). We were not present.

THE WEATHER has been seasonable during the week,—thermometer about 50.

Saturday last was kept as a sort of holiday, although the *funciones* usual to the Ninth of July, were, in consequence of the weather, suspended. The *Gaceta Mercantil* was published, but not the *Diario de la Tarde*. The Theatre was open. The flags at the Fort and Marine-Office were hoisted.

Captain George Woof, of the British brig Floraville, now lying in the port of Montevideo, has been obliged to have his left arm amputated, in consequence of an accident which happened to him from the firing of a cannon on 4th inst. We rejoice to hear that he is in a state of convalescence.

RECIPE FOR COOKS.

To make a Match.—Catch a young gentleman and lady, the best you can—let the young gentleman be raw, and the young lady quite tender. Set the gentleman at the dinner-table; put in a good quantity of wine, and whilst he is soaking, stick in a word or two every now and then about Miss: this will help to make him boil. When getting red in the gills, take him out into the drawing-room; set him by the lady, and sop them both with green tea—then set them at the piano, and blow the flame till the lady sings. When you hear the gentleman sigh, it is time to take them off, as they are warm enough. Put them by themselves in a corner of the room, or on a sofa, and there let them simmer together for the rest of the evening. Repeat this three or four times, taking care to place them side by side at the dinner, and they will be ready for marriage whenever you want them. After marriage great care must be taken, as they are apt to turn sour.

ADVERTISEMENTS.

Wanted.

A MAN SERVANT, capable as Steward, and also to drive a Carriage from the Box. Any applicant may leave his name and reference as to character, at the Office of the *Gaceta Mercantil*.

Notice.

RHYNE begs leave to inform his Friends and the Public, that he has re-opened the Store No. 91, Calle de la Piedad, (formerly carried on by Ma. Joun Trompson.) He will continue same line of business, and on the same liberal terms.

A few Monte-Grande Cheeses on Sale at moderate prices; also, some very fine Rounds and Flanks of Corn-Beef, cured in a superior manner.

Notice.

MICHAEL WELSH, BRICKLAYER, begs leave to inform his Friends and the Public in general, that he has lately returned to this City, from Montevideo, where he resided during the last three years; and respectfully offers his services in setting Drawing-Room, Parlour, or Kitchen Fire-Pieces; Marble Chimney-Pieces; Steam Boilers, Soap Pans, Furnaces for melting gold, silver, brass, copper, &c. &c.

Fire-pieces, &c., which do not draw, will be altered to the satisfaction of the owners.

Mr. Welsh can be seen at his own house, Calle de Cerro, No. 227; or Calle de la Piedad, No. 227.

PRICES CURRENT.

Doublons, Spanish,.....	123 a 123½ dollars each.
Do. Patriot,.....	118 a do. do.
Plata macuquina,.....	68 a 7½ do. for one.
Dollars, Spanish,.....	7½ a do. each.
Do. Patriot, & Patacones,.....	7½ a 7½ do. do.
6 per cent. Stock,.....	74 a do. per cent.
Bank Shares,.....	168 a 170 do. each.
Exchange on England,.....	7 a 7 1/16 pence p. dol.
Do. on Rio Janeiro,.....	340 a 345 dis. p. ct. pr. m.
Do. on Montevideo,.....	78 a 7½ p. patacon.
Do. on United States,.....	74 a do. p. U.S. dol.
Hides, Or, best,.....	32 a 33 do. p. pes. da.
Do. country,.....	25 a 28 do. do.
Do. weighing 28 to 24 lbs,.....	26 a 27½ do. do.
Do. salted,.....	30 a 31 do. do.
Do. Horse,.....	11 a 12 do. each.
Nutria Skins,.....	18 a 24 do. per dozen.
Chinchilla Skins,.....	26 a 30 do. do.
Wool, common,.....	5 a 14 do. per arroba.
Hair, long,.....	35 a 39 do. do.
Do. mixed,.....	24 a 27½ do. do.
Jarred Tallow,.....	22 a 24 do. p. quintal.
Tallow, melted,.....	11 a 12 do. p. arroba.
Horns,.....	126 a 540 do. per mil.
Flour, (North American),.....	70 a 75 do. per barrel.
Salt, on board,.....	13 a 14 do. p. fanga.
Discount,.....	1½ a 2 p. ct. p. month.

The highest price of Doublons during the week, 123½ dollars. The lowest price, 118 dollars.

The highest rate of Exchange upon England during the week, 7 1/16 pence. The lowest ditto, 7 pence.

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ALEXANDER ERANDER, Responsible Editor.