

# British Packet

## AND

# ARGENTINE NEWS.

N<sup>o</sup>. 567.]

BUENOS AYRES, SATURDAY, JULY 1, 1837.

[Vol. XI.

### BUENOS AYRES.

Three official documents dated 28th ult., were published in the *Gaceta Mercantil* of yesterday, containing the following appointments, namely:—Brigadier General D. Carlos Maria de Alvear, to be Envoy Extraordinary of the Argentine Confederation to the Government of the Republic of the United States of North America.

D. Manuel de Sarratea, to be Minister Plenipotentiary of the Argentine Confederation to the Empire of Brazil.

General D. Tomas Guido, to be Minister Plenipotentiary of the Argentine Confederation to the Governments of the Republics of Chili and Ecuador.

A report dated 20th ult., from the Police Department at Colonia to the Government at Montevideo, states that the Brazilian *zumaec* which had been captured by the privateer under the Republican flag of Rio Grande, had on the 18th ult., anchored at a considerable distance from the Island of Martin Garcia, supposed with the intention of proceeding up the Panama as she had been making enquiries to that effect. She had on board 13 men. Orders were issued by the department above-mentioned, to apprehend the crew of the *zumaec* should they disembark within its jurisdiction, and if possible to detain the vessel until Government otherwise determine.

The 24th and 29th ult., were kept as close holidays in Buenos Ayres, the former being the day of "San Juan," the latter that of "San Pedro and San Pablo." On *San Juan's Day* the *Juan's, Juana's, and Juanita's* of our city, received the compliments of their friends.—Bands of music traversed the streets and serenaded in front of various mansions. At night the *tertulias* were numerous, but the weather which during the day had been unseasonably warm (*San Juan's* summer), changed shortly after midnight to a storm of thunder, lightning and rain, and somewhat interrupted the festivities causing the early departure of many of the lady visitors.

We were at the vespers of "San Pedro and San Pablo" at the Cathedral on Wednesday evening last, the attendance of the Clergy appertaining to the establishment was numerous, some of the vocal parts were well sustained but the organ is unworthy of an edifice so splendid. The high altar was tastefully decorated and lighted, the Bishop of the Diocese, Dr. Mariano Medrano assisted at the ceremonies, and we also observed the Canon Dr. Valentin Gomez in his Canonical chair. The congregation was not very numerous the evening being rather chilly.

The schooner *Buenos Ayres*, which sailed hence on the 29th ult., her first voyage, is 120 tons burthen. She was built in the yard of D. Carlos Galeano.

The Amateur performance advertised in our No. 565, is to take place at the Theatre on Monday next.

"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 second number of the sixth volume of the Collection, contains:—

- I.—Diary of the expedition in 1774, to the countries of the *Gran Chaco* from the Port del Valle, by Don Geronimo Matarras, Governor of Tucuman.
- II.—Diary of the first expedition to the Chaco in 1780, by Colonel Adrian Fernandez Cornejo.
- III.—Diary of a voyage to the Rio Bermejo, by Father Francisco Morillo, of the order of San Francisco.
- IV.—Diary of an expedition to Salina undertaken in 1783, by order of the Marquis de Loreto, Viceroy of Buenos Ayres, by Don Pablo Lizur.
- V.—Geographical description of a new road of the Great Cordillera, to facilitate the communication from Buenos Ayres with Chili, by J. Sourryere de Souillac.

The mass of documents which Señor de Angelis has brought before the public, proves at any rate, that the Spaniards took great pains to obtain information respecting those countries, and sent forth for that purpose expedition after expedition—whether they profited thereby is another thing. The knowledge gained by the expeditions undertaken within the last thirty years, could not be well acted upon from the unsettled state of the country, consequent upon the British invasion, the revolution, &c. &c.

In the number now before us it would seem that Governor Matarras, in his expedition to the *Gran Chaco*, had to encounter the misfortune of having mutinous followers, which obliged him on one occasion to call them together, when he laconically addressed them, desiring those who were willing to follow him to "advance in front,"—this address had the desired effect, all then expressed their willingness to remain with him. The diaries inserted in this present number are copious and interesting.

The diary of the first expedition to the Chaco by Colonel A. F. Cornejo, and that of Father Morillo to the River Bermejo, are not in the last work published on this country by Señor Areñales, who was unable to obtain them notwithstanding his efforts to that effect. The diary of Morillo possesses great interest as describing the first essay to navigate the River Bermejo. A river which in all probability will add greatly to the communication and commerce of South America. But we proceed to notice the memoir of Monsieur de Souillac, upon a new road of the great Cordillera.

This appears to be a very important discovery, destined perhaps to make a great alteration in the commercial relations of the world, inasmuch as this passage across a chain which impedes the communication from one end of the American continent to the other, has besides the advantage of being situated between two navigable rivers (the *Rio Negro* of Patagonia and the *Rio Maule* of Chili,) in nearly the same latitude, forming already an open route between the Atlantic and Pacific Oceans. A route infinitely better and preferable to those projected on the side of the isthmus; because the augmentation of the distance from Europe is counterbalanced by a navigation more safe than that of the gulph of Mexico, and in a healthy climate, very different to that of the deadly miasms which habitually corrupt the air on the Mexican coasts.

It seems that in the Viceroyship of the Marquis de Sobremonte, one D. José de Cerro Zamudio said in a coffee house in Buenos Ayres,

formerly called the *Café de Marcos* now that of Muilla, that he knew a passage across the Cordillera by which goods of all descriptions could be conveyed with ease to the other side of it; and that the River Maule itself navigable might be augmented with the waters of the River Claro, which runs in the neighbourhood of the city of San Agustin de Tulca, situated a short distance from the pass of the Cordillera. The Maule discharging itself into the Pacific having an excellent port at its mouth called New Bilbao.

The Marquis de Sobremonte upon this information sent Monsieur de Souillac to examine the passage in question, his report which appears in the number upon which we now treat was favourable in the extreme, and was in tenor that the passage across the Cordillera fully answered the description given of it—that it was only nine leagues in length, and that on the Chili side the distance by land to the waters of the River Lontué which runs into the River Claro, is not more than ten leagues from the Cordillera passage, and that even supposing that portion of the Lontué which runs into the Claro should not be navigable, it could be rendered so without difficulty and at a trifling expense, and that thus the land and water carriage for goods from the Cordillera to one of the best ports of the Pacific would only occupy 16 hours.

It must also be borne in mind, that this report of Monsieur de Souillac only speaks of the facility with which goods from Buenos Ayres could be transported to Chili, by the new route across the Cordillera. Since which the expedition to the southward of this Province under the command of General Rosas, has demonstrated that the River Negro of Patagonia, is navigable from the Atlantic to the foot of the Cordillera close to the new passage. This same river was also surveyed and pronounced as navigable by the pilot Villarino, to the place where it receives the waters of the Diamante, a considerable river which descends from the Cordillera. Thus it is, that on both sides of the new passage (*El Planchón*), two navigable rivers run which disengage one into the Atlantic, the other into the Pacific. We do not think there has yet been discovered a point which offers such facility and convenience to establish a communication between the two seas as the one upon which we now speak. And if in the judgment of scientific men a rail road across the isthmus of Panama is preferable to cutting a canal through it to the Pacific, how much better would be the short and easy road through the Cordillera, taking advantage of the navigable rivers we have described, one of which (the *Rio Negro*) can be entered at once from the Atlantic Ocean.

### Official Documents.

#### VIVA LA FEDERACION!

The *Gaceta Mercantil* of 28th ult., contains a note dated 25th ult., to the Government from D. Salvador Aguirre, Justice of Peace of Luján, inclosing a list of individuals of that district who have made donations of horses to the Government, to be employed in the war against General Santa Cruz.

The Government replied to the above on 26th, expressing its thanks in the name of the country.

The same journal of 30th ult., contains a note dated 24th ult., to the Government from Don Tomas Lavallen, Justice of Peace of Areco, inclosing a list of individuals who have subscribed 900 dollars, for the use of the Government in the war against General Santa Cruz.

The Government replied to the above on 25th, expressing its thanks, &c.

## UNITED STATES.

By the brig *Sophia* & *Eliza*, and *Elizabeth*, we received our regular files of Journals from the United States to 10th April, and to the 22nd through the kindness of Captain Julius of the brig *Alycane*. Their contents as it regards the bankruptcies in various cities of the Union are truly afflicting. In New York more than 100 mercantile houses had stopped payment, and it was feared the mischief would increase upon the arrival of the April packet from England. There had been various meetings in New York of Bankers and Merchants; several Banks had agreed to issue large sums in bonds, payable in London under good guarantees. "These measures (says the New York Commercial Advertiser,) must undoubtedly have a most important effect in affording a temporary and perhaps effectual relief for the present most pressing distress. But the public must not delude themselves with the idea that such palliatives can reach the seat of the disease, or do any thing towards an effectual cure of the disordered state of the finances of the country, from one extremity of it to the other. It is evident that the only cure which can be effected, must be the result of a crisis more general, and more extensive in its effects; and which will produce a great change in prices, and in the nominal value of property throughout the country."

At the Merchants meeting Mr. George Griswold said, "that the Bank of America would be ready immediately to furnish a large amount of bonds payable in London and Paris, and further amounts hereafter. He remarked with some severity on the course pursued by the Bank of England and the London bankers, in so suddenly changing a policy of credits, which had been so long acted upon as to become an established system, and now demanding that very large sums should be paid up, contrary to the expectations which were held out at the time when the engagements were contracted. He said no country would or could meet and answer demands so unexpected, as they had been met here."

## THE OLD AND NEW WORLD.

THE following are striking observations on the prospects of the Negro population in South America, and of the gradual extinction of the original inhabitant of the New World.—We behold, (says the *Foreign Quarterly*), with a conviction which no arguments can weaken, with a vividness of perception which no efforts of our own can soften, the certainty of an impending and tremendous conflict between the white and the negro, the coloured and the Indian population, the fearful nature of which it is as easy to foresee as it is awful to contemplate. Such is also the opinion of Dr. Poeppig, who, in his account of Chili, has the following observations:—"No country in America enjoys, to such a degree as Chili, the advantages which a state derives from an homogenous population and the absence of castes. If this young republic rose more speedily than any of the others from the anarchy of the revolutionary struggle, and has attained a high degree of civilization and order, with a rapidity of which there is no other example in this continent, it is chiefly indebted for these advantages to the circumstance, that there are extremely few people of colour among its citizens. Those various transitions of one race into the other are here unknown, which strangers find it so difficult to distinguish, and which, in countries like Brazil, must lead, sooner or later, to a dreadful war of extermination, and in Peru and Columbia will defer to a period indefinitely remote the establishment of general civilization. \* \* If it is a great evil for a state to have two different races of men for its citizens, the disorder becomes general, and the most dangerous collisions ensue, when by an unavoidable mixture, races arise which belong to neither party, and in general inherit all the vices of their parents, but very rarely any of their virtues. If the population of Peru consisted of only Whites and Indians, the situation of the county would be less hopeless than it must now appear to every calm observer. Destined as they seem by Nature herself, to exist on the earth as a race, for a limited period only, the Indians, both in the north and south of this vast Continent, in spite of all the measures which humanity dictates, are becoming extinct with equal rapidity, and in a few centuries will leave to the whites the undisputed possession of the country. With the Negroes the case is different; they have found in America a country which is even more

congenial to their nature than the land of their origin, so that their numbers are almost everywhere increasing in a manner calculated to excite the most serious alarm. In the same proportion as they multiply, and the white population is no longer recruited by frequent supplies from the Spanish peninsula, the people of colour likewise become more numerous. Hated by the dark mother, distrusted by the white father, they look on the former with contempt, on the latter with an aversion which circumstances only suppress, but which is insuperable, as it is founded on a high degree of innate pride. All measures suggested by experience and policy, if not to amalgamate the heterogenous elements of the population, yet to order them so that they might subsist together without collision, and contribute in common to the preservation of the machine of the state, have proved fruitless. \* \* The late revolutions have made no change in this respect. The hostility, the hatred, of the many coloured classes will continue a constant check to the advancement of the state, full of danger to the prosperity of the individual citizens, and perhaps the ground of the extinction of entire nations. The fate which must, sooner or later, befall the greater part of tropical America which is filled with negro slaves, which will deluge the fairest provinces of Brazil with blood, and convert them into a desert, where the civilized white man will never again be able to establish himself, may not indeed afflict Peru and Columbia to the same extent; but these countries will always suffer from the evils resulting from the presence of an alien race. If such a country as the United States feels itself checked and impeded by its proportionally less predominant black population; and if there, where the wisdom and power of the government are supported by public spirit, remedial measures are sought in vain; how much greater must be the evil in countries like Peru, where the supine character of the whites favours incessant revolutions, where the temporary rulers are not distinguished either for prudence or real patriotism, and the infinitely rude Negro possesses only brutal strength, which makes him doubly dangerous in such countries, where morality is at so low an ebb. He and his half descendant, the mulatto, joined the white Peruvian, to expel the Spaniards, but would soon turn against their former allies, were they not at present kept back by want of moral energy and education. But the Negro and the man of colour, far more energetic than the white Creole, will in time acquire knowledge, and a way of thinking that will place them on a level with the whites, who do not advance in the same proportion so as to maintain their superiority." When we consider all these circumstances, when we see Buenos Ayres even now harassed by perpetual wars with the Indians, when we think of the frightful crimes that have already taken place at Para, we cannot but anticipate the consequences that must ensue if the Negroes should rise in a general insurrection, and be joined by the native Indians. We wonder at the blind infatuation of the Brazilians, who, in defiance of their own laws, still import 100,000 new slaves every year from Africa, and we feel our minds depressed by the melancholy persuasion, that the future fate of these fine countries will prove even more tremendous than the awful denunciation which threatens to visit the sins of the fathers upon the children, even to the third and fourth generation. (Mirror.)

## ANCIENT ROMAN FESTIVALS.

JULY.

THE *Caprotina*, or feasts of Juno *Caprotina*, were celebrated on the 9th of July, in favour of the female slaves. During this solemnity they ran about, beating themselves with their fists and with rods. None but women assisted in the sacrifices offered at this feast. Kennet says, the origin of this feast, or the famous *Nona Caprotina*, or *Poplifugium*, is doubly related by Plutarch, according to the two common opinions. First, because Romulus disappeared on that day, when an assembly being held in the *Palus Capra*, or *Goats-Marsh*, on a sudden happened a wonderful tempest, accompanied with terrible thunder, and other unusual disorders in the air. The common people fled all away to secure themselves; but, after the tempest was over, could never find their king.—Or, else, from *Capprificus*, a wild fig-tree, because, in the Gallic war, a Roman virgin, who was prisoner in the enemy's camp, got up into a wild fig tree, and holding out a lighted torch

toward the city, gave the Romans a signal to fall on; which they did with good success, as to obtain a considerable victory.

The *Lucaria* was an ancient feast, solemnized in the woods, where the Romans, defeated and pursued by the Gauls, retired and concealed themselves; it was held, on the 19th of July, in a wood, between the Tyber and the road called *Via Salaria*.

The feast of *Neptunalia* was held on the 23rd of July, in honor of Neptune.

The *Furinalia* were feasts instituted in honor of *Furina*, the goddess of robbers among the Romans; they took place on the 25th of July. This goddess had a temple at Rome, and was served by a particular priest, who was one of the fifteen *Flamens*. \* Near the temple there was a sacred wood, in which *Caius Gracchus* was killed. Cicero takes her to be the same as one of the *Furiae*.

\* *Flamen*, among the ancient Romans, was a priest or minister of sacrifices.

## BRENTON'S NAVAL HISTORY.

(From an English Paper.)

THE unparalleled extent and greatness of the British navy—the brilliancy and amount of its achievements—its paramount importance as the most powerful bulwark of what, without it, would be the most unwieldy empire on record—are points on which we need not insist. On this subject, however, we must refer to the remarks of Mr. Dupin, who, in a passage quoted by Captain Brenton, gives a brief summary of the naval power of Britain:—"Within the last 125 years," says he, "the British navy has sustained six great maritime wars, and, in each successively, it has employed a force more formidable and better organised than in any of the preceding. It is since this period that England has realised its pretensions to the sovereignty of the sea, by occupying all the important points which serve as a key to that domain. Gibraltar, Malta, and the Ionic Isles, ensure its dominion in the Mediterranean; with Heliogoland, its power reaches to the Baltic; by means of St. Helena, the Cape of Good Hope, and the Isle of France, it commands the passage to India; lastly, India itself, the finest of the West India Islands, Canada, Newfoundland, and New Holland, have increased these possessions.—These are the conquests which England has made since its revolution, and which it owes to the progress of its naval force. Rome, only at the time of its most brilliant success, can afford as an example of such a system of aggrandisement." After characterising the employment of our navy during the present century, and its extraordinary achievements, the acute Frenchman winds up his remarks. "The inhabitants of an island of but small extent, have succeeded in forming, with their own ships, a contiguous line of observation along all the coasts of Europe, Asia, Africa, and America. All the continents of the two worlds have been simultaneously besieged, islands taken by main force, the commerce of the universe invaded; and, finally, after twenty years of combat, this naval power, which began the contest with 30 millions of subjects, has terminated it by consolidating an empire, including the conquerors and the conquered, of 80 millions. Let us, moreover, recal to mind that Great Britain has never, during the epoch, employed more than 145,000 sailors and marines in effecting these prodigies." In these observations, M. Dupin has strangely overlooked the gallant and glorious services of one branch of the United Service—but still it is undeniable that they convey no imperfect idea of the results achieved by means of the British navy.

The work before us is dedicated to a historical detail of the peculiarly interesting and important events in which the navy has been engaged. Its achievements in every portion of the globe are narrated with a degree of minuteness, and at the same time seamanlike intelligence, which cannot fail to interest and enlighten even an ordinary reader. The author has been personally concerned in some of the engagements which he describes, and he has conversed with many of the officers whose names are mentioned in the course of his work. His narrative, therefore, is characterised by great accuracy and spirit; and, though his statements have been called in question, yet, judging from the defence given in the present edition, he seems to have been rather rashly than justly accused of error. As a Naval History, indeed, Captain Brenton's work possesses claims of the highest order; and, moreover, he writes in the

spirit of a genuine English sailor, with an honest sincerity which we cannot but approve. The present edition appears with the corrections and improvements of the author himself. It is got up in a style of great excellence, and contains numerous portraits, plans, &c., in illustration of the heroes and transactions celebrated in its pages. The work is appropriately inscribed to His Majesty, as the first British Monarch regularly trained up to the naval service, and whose name stands enrolled in every rank, from that of a Midshipman up to that of Lord High Admiral.

At a ball lately given at Port Louis, near Lorient, in France, while a young lady was waltzing, she felt the hand by which she was supported become stone cold, and on looking into the face of her partner, found his features deadly pale, and horribly contracted. She fainted at the sight, and fell to the ground, whilst her cavalier dropped by her side. The lady was taken up, and recovered, but the life of the gentleman was extinct. She maintains that he was dead several seconds before she knew it, and that she made one turn round the room with him after he was a corpse. He was a married man, with several children, and his wife was at the ball.

*On the Monuments and Relics of the Ancient Inhabitants of New Spain.*—Communicated to the Royal Geographical Society of London in November 1830, by Captain VERTI, Royal Engineers, F. R. S.

HAD none of these been preserved to our days, the study of the history and condition of the ancient inhabitants of New Spain would have deserved as little interest and attention as the history and condition of the ancient inhabitants of New Holland or Van Diemen's Land. The case, however, is far otherwise, for the pyramids of Teotihuacan, Cholula, Xochicalco, and Papanthu, and the edifices of Mitla and Palenque, are erections of a magnitude to indicate they could only have been constructed in a country teeming with population, and submitted to a well organized government.

If we take, for example, the pyramid of Cholula, we learn from Humboldt that it stands upon a square base, each side of which is about 430 yards, while the height, in its original state, was probably not short of 180 feet, or one-eighth of the base line; and if we next assume that the slopes were formed at an angle of 45°, and that this truncated pyramid was divided into its four stages or stories, by means of three terraces, each 30 yards in breadth, we shall find the solid contents of the structure to amount to the enormous quantity of 7,146,000 cubic yards; and if I am to judge of this pyramid from those of Teotihuacan, the whole must have been eased in a smooth but hard coat of stucco or cement, so that without taking into account the edifices which adorned the summit and other parts, some estimate may be formed of the labour and expense bestowed on this vast pile, and at the same time to conclude, that the people which could spare hands for such an erection, must have been numerous, and that the nation which submitted to so heavy a tax, must have been under an entire subjection to order and government; and, on the other hand, that the government must have possessed great authority and great means, and that it was capable of long continued exertion.

Robertson, in his History of America, but partially informed on many points, eager to generalize and to adopt a theory of the passage of mankind from the savage to civilized life, is constantly misjudging and depreciating the claims of the original Americans to an attainment of the arts and condition of civilized life, and will hardly allow that any monuments exist of the works of man deserving of notice; and although under the necessity of admitting the pyramid of Cholula, he describes it as nothing more than a mount of solid earth—but what more remains of Babylon? and where shall we find such another mount of solid earth?

With respect to those monuments which have last been enumerated, it is to be observed, that they were not erected at or near the epoch when the country was first visited by the Spaniards, but at that time (with the exception of the pyramid of Cholula,) they were then in the same ruined and deserted state as we now find them; and the time and manner of their destruction and abandonment seems as wrapt in obscurity

as those of their origin and construction, notwithstanding the annals of the Alcolhuian empire are considered to reach to the end of the twelfth or beginning of thirteenth century. It is therefore very important to draw a great line of separation between these more ancient monuments of New Spain (believed to have been erected under the Toltec empire,) and those monuments erected in or near the city of Mexico, from the period between its foundation in 1325, and its destruction by Cortes in 1521. These last, belonging exclusively to the tribe of Aztecs, or Mexicans, may be described as Aztec monuments. I have not been able to understand why Baron Humboldt describes the palace of Mitla and other relics in the south of New Spain as Aztec monuments, since it is most reasonable to suppose that such were not only constructed but also in ruins before the Aztecs had carried their power and conquests so far south. As however the Aztecs continued for one century after the foundation of their capital, but an obscure tribe of the Alcolhuian empire, of which Tescuco was the capital, the term Alcolhuian would better express the monuments of Anahuac, from the twelfth century to the arrival of the Spaniards. (To be continued.)

THE WEATHER, has been variable during the week, thermometer at 48 to 60.

**Advertisements.**  
**THOMAS TUCKER,**  
TAILOR, &c., (FROM LONDON.)  
No. 56, CALLE DE LA PIEDRA.

BEGS leave to return his grateful acknowledgments to his numerous Friends, for the distinguished favours received since his commencement; and hopes by the most unremitting attention, reasonable charges, and executing their orders in the first style of fashion, agreeable to the latest London mode, and superior workmanship, still to merit a continuance of their favours. He has A SUPERIOR STOCK OF CLOTHS,—Blue, Black, Invisible Green, Adelaide, and several rich and fashionable shades in Browns, &c. Of Waistcoatings for the Winter, he has just imported (and not to be found in any other Shop,) an Elegant Assortment of neat and handsome Patterns, of the best material; likewise Marsella Waistcoating, in great variety—Oxford-Grey, Drab Mixtures, Stripes and Pleid in Cloth, for Trowsers; and superior plain and figured Molestins, for ditto.

Jackets, Shooting-Coats, and every other article in the Trade, made in the first London style, and every article charged at the most reasonable price.

Flannel Waistcoats, Drawers, &c., made in the best possible manner.

**NOTICE.**  
THE BUENOS AYRES DIRECTORY FOR 1837, may be had at the *Gaceta Mercantil* office; at the Commercial Rooms, No. 59 Calle del 25 de Mayo; and at Mr. Staudman's Library, No. 30, Calle de la Cathedral.—Price, 5 dollars.

**ON SALE.**  
AT No. 14 CALLE MAYPU,  
SURGEON'S pocket instruments, tooth do., cupping do., lancets, and a variety of other instruments, a few pieces of good flannel made of the best wool, a quantity of iron and brass wove wire for sieves, hair cloth, all kinds of stoves and grates, with or without fenders, fire brasses, bellows, hearth brushes, &c.; Scotch ploughs, cart axle-trees, cart harness, cart horse harns, iron harrow wheels, spur & pennion wheels, as well as all kinds of hard-ware, selling at the old prices without any advance. j175t

**MATRESSES.**  
THE most complete assortment of all ready-made mattresses in this City, constantly on sale at Inglis' upholstery and mattress Store, No. 57, Calle de Potosi, where can be seen a horse power machine always at work craning and carding wool for mattresses, so that the public can depend upon having the cleanest and best mattresses hitherto made in this country.

Old mattresses and sofas cleaned and repaired to look like new. Curtains cut and hung to the latest fashion, with every part of the upholstery business executed with neatness and despatch. j17 3t

**FOR SALE.**  
AT No. 30 Cathedral Street, plated snuffers with their dishes of Sheffield manufactory; Emerson's improved elastic razor stop; ink-stands, plated and of fancy wood, with ink, sand, water stands and place for pens &c., in one piece; fantascoes or optical delusions; indelible ink for marking linen; flesh brushes; mats for dishes; writing, letter, drawing, blotting, coloured letter, marbled, red morocco and fancy papers; maps of the Province of Buenos Ayres, of the Argentine and Bolivian Republics, of the lands adjacent the Panama and Uruguay, of Europe, of England, of South America, of America, of British N. America, of Africa, of Asia, of the United States, of Mexico, of the West Indies and of Colombia. j17 5t

**GERMAN NEWSPAPERS.**  
MISSING a packet of German newspapers, the names: the *Augsburger Allgemeine Zeitung*, from No. 214 to 214, and the *Freyzeitung* of Hamburg, No. 30 to 46, addressed to the Union Library and Reading Rooms Buenos Ayres, were forwarded to the above address but have not been received there. Any person who may have them, will please deliver them at No. 50 calle de Cangallo, or at Mr. Dick's No. 12 calle de la Piedra. The said Journals belong to a collection, the parties therefore are anxious to obtain them.

**Foreign Merchant Vessels**  
In the Port of Buenos Ayres, on the 29th of June 1837.

Vessels and Captain's Names.	Consignees.	Destinations, &c.
<b>British.</b>		
Brig Howard, Beazley.....	Lafone, Barker & Co.....	Loading for Falmouth for orders.
Brig Hebe, Field.....	Anderson, Weller and Co.....	Loading for Falmouth for orders.
Barque Alpha, Turner.....	McCracken and Jamieson.....	Loading for Liverpool.
Barque Ocean Queen, Carnie.....	Thomas Armstrong.....	Loading for Liverpool.
Brig Nautilus, Mitchinson.....	John Best, Brothers.....	Loading for London.
Brig Thomas Leech, Coull.....	Brownell, Stegmann & Co.....	Loading for Liverpool.
Barque Argentina, Kelso.....	Parlane, Macalister & Co.....	Montevideo to load for Antwerp.
Barque Rubicon, Anderson.....	John Best, Brothers.....	Loading for Liverpool.
Barque Anabella, Anstruther.....	Rennie, Macfarlane & Co.....	Loading for Liverpool.
Brig Rebecca, Cresswell.....	Lafone, Barker & Co.....	Loading for Liverpool.
Brig Adelaide, Taylor.....	Thomas Armstrong.....	Loading for Antwerp.
<b>American.</b>		
Barque Chalcedony, Upton.....	Daniel Gowland & Co.....	Loading for Salem.
Brig Rose, Davis.....	Zumaran y Treserra.....	Loading for Havana.
Brig Sophia and Eliza, Read.....	Zimmermann, Frazier & Co.....	Loading for Boston.
Brig Arctic, Phillips.....	Daniel Gowland & Co.....	Loading for Baltimore.
Brig Aloyce, Julius.....	Daniel Gowland & Co.....	Discharging.
<b>French.</b>		
Brig Uni, Meriel.....	Moscat, Dunoyer and Van.....	Loading for Havre de Grace.
Barque Napoleon, Rabardy.....	Aymes, Brothers.....	Loading for Rotterdam.
Brig Jeanne Estelle, Lamaud.....	J. O. Basualdo.....	Loading for Havre de Grace.
Brig Courier de la Rance, Leroy.....	Guerin, Seris & Co.....	Loading for Havre de Grace.
<b>Danish.</b>		
Brig Elizabeth, Breckling.....	C. H. Andersen.....	Loading for Altona.
<b>Spanish.</b>		
Brig Manuel, Anticochea.....	Zumaran y Treserra.....	Loading for a port in the Mediter'n.
Brig Juan, Guesso.....	F. Llavallo.....	Loading for Havana.
<b>Bremen.</b>		
Galliot London Packet, Kueckens.....	Bunge, Hutz & Co.....	Loading for Bremen.
<b>Sardinian.</b>		
Polacra San Antonio, Gallo.....	Dowdall and Lewis.....	Loading for Ports of Spain.
Brig Procidencia, Sanguinette.....	F. Llavallo.....	Montevideo to load for Genoa.
<b>Brazilian.</b>		
Zumaca Nova Luz, Denis.....	J. S. Monteiro.....	Brazil.
Schooner brig Lorenza, Gonzaga.....	J. A. Rivera.....	Brazil.

**Foreign vessel of War.**  
**BRITISH.** Ship Samarang, (28 guns), Capt. William Broughton.



# MARINE LIST.



## Port of Buenos Ayres.

June 24.—Wind E. N. E. opposite coast visible.  
 Arrived, American brig Alcyone, (197 tons), Theodore Julius, from Philadelphia 24th April, with 372 boxes tea, and general cargo to Daniel Gowland & Co.

Sailed, National schooner Virginia, Edward Laudemann, for Rio Janeiro, despatched by Foucel & Co., with 1 case plants, 1 bale jergans, 2 boxes orejones, 1,175 boxes mould candles, 20 pipes, 27 barrels, 27 sarroons, with about 1000 arrobas tallow, 25 paunches fat.

June 25.—Wind S. hazy—heavy rain before sun rise this morning.

Arrived, Danish brig Elizabeth, (169 tons), Johann Heinrich Kirchhoff Brockling, from New York 10th April, Island of Sal 16th May, with 83 moyes salt, to C. H. Andersen.

June 26.—Wind S.

No arrivals or sailings.

June 27.—Wind S.

No arrivals.

Sailed, National zumaca Luisa, Manuel Jonquin Ferreira, for Rio Janeiro, despatched by Manuel Acevedo Ramos, with about 1,200 quintals jerked beef, &c.

June 28.—Wind E.

Arrived, Spanish brig Juan, (140 tons), José Gueso, from Cadiz 3rd March, arrived at Montevideo 23rd ult., sailed thence 25th inst., with 600 fanegas salt, 183 barrels and 500 bottles olives, to Felipe Liavallo.

In sight Luisa.

June 29.—Wind E.

Arrived, National packet schooner Luisa, José Muratori, from Montevideo 27th inst., to Carlos Galeano.

French brig Courier de la Rance, (130 tons,) Victor Leroy, from Havre de Grace 12th April, arrived at Montevideo 17th inst., sailed thence 28th, with general cargo to Guerin, Seris & Co.

Sailed, British schooner brig Betsey Hall, John Coaker, for Liverpool, despatched by Brownell, Stegmann & Co., with 1683 dry hides, 2372 salted hides, 19,000 horns, 5 bales with 1000 dozen nutria skins, 23 do. with 977 arrobas horse hair, 16 do. with 496 dozen sheep skins, 43 do. with 996 arrobas wool, 60 pipes with 2400 arrobas tallow.

National schooner Buenos Ayres, Agustin Ceppi, for Montevideo, despatched by Carlos Galeano, with effects and passengers.

June 30.—Wind E. S. E.

No arrivals or sailings.

ERRATUM IN OUR LAST.—For 7500 dry hides as the cargo of the French brig Herminie, read 7157.

The British brig Howard, for a port in the English Channel, is to sail this day.

## Shipping Memoranda.

### Vessels posted to sail.

On 1st.—L'Uni, for Havre de Grace.  
 " Chalcedony, for Salem.  
 2nd.—Manuel, for Montevideo.

### Vessels past Point Indio.

On 19th ult.—At 6 P. M. Wind S. W. Herminie, hence same morning.  
 On 25th.—At 4 P. M. Wind S. Virginia, hence 24.  
 On 26th.—At sun rise, Wind W. Olympia, hence 22nd.

### ARRIVED AT MONTEVIDEO.

On 19th ult.—Oriental patache Bella Teresa, from Rio Janeiro 2nd ult.  
 On 20th.—Oriental patache Felix, from do.  
 On 23rd.—American barque Canton, from Baltimore 14th April, with 1500 barrels flour and 20 bales domestic goods, to Zimmermann, Frazier & Co.

### AT RIO JANEIRO.

May 30th.—Brazilian brig Confidente, from Montevideo 23 days.

### AT BALTIMORE.

April 20.—Hamburg brig Juliane Elizabeth, Bock, from Montevideo 85 days.

# THEATRE.

## NATIONAL COMPANY.

On 23rd ult., was performed *La Conquista de Regio*, the story—a Moorish Chieftain who enters the town of Regio through treachery, "liking the treason but hating the traitor," and who in the end proves himself a valiant and noble Moor.

The droll farce of the *Caldereros y Vecindad* followed, in which as usual, the performers on the stage were addressed by others of the profession (male and female) from boxes, pit and gallery, complaining of the abominable nuisance to the neighbourhood caused by the *Caldereros* (Coppersmiths), Felipe David told one of the complainants—a lawyer, that the world could not go on without coppersmiths, but might without lawyers.

On 24th, the tragedy of *Pelayo*. It is an heroic well written piece connected with the history of Moorish domination in Spain. The sister of the Spanish hero 'Pelayo,' was excellently played by Doña Trinidad, and Señor Casacuberta as Pelayo exerted himself with much effect. The dresses were extremely rich.

The farce of the *Zapatos* followed, without the gipsy dance or fandango, which was promised. The house was very full.

On 25th, the play of *Christina*—We were not present.

On 27th, for the benefit of Señor Culebras, and to an extremely crowded house, a drama or spectacle called *Los Caballeros de la Banda*. It did not possess much interest—the scene is in olden times, and the plot turned upon a duel between two cavaliers.

The duet 'Alidea Di Cuel Metallo,' was differently sung by Señores Moreno and Viena, but the 'Cachucha' was prettily danced by Sara Isabel Podio de Perez, who we hear has been recently married. *Baylarina's* should never marry.

The farce was *El tiro sin bala*, translated from the German of Kotzebue, which has been performed at the Theatres of various countries under different titles. On the English stage it is called 'How to die for love.'

On 29th, Moratin's comedy of *El Café*, after which the *boleros* were danced with much grace, by Doña Isabel and a gentleman—the lady looked very bewitching. Then came Martin de la Rosa's two act comedy of *Lo que puede un empleado*, written in 1812, and is a good satire upon the 'serviles' and 'liberals' of the time. We have in former numbers described this piece; that part of it which says that the liberty of the press is only fit for heretic's, caused much amusement. The house was again crowded to the ceiling.

In addition to the company who generally attend the boxes, we have noticed during the last week, the lady of General Alvear and daughters; Don Baldomero Garcia and lady; Dr. M. Rivero and lady; Generals Guido, Pinedo, Rolon, ladies and family; the lady of Don Felipe Arana and daughter; Captain Broughton of H. B. M's ship Samarang, and several officers of that ship.

A list of Foreign Merchant Vessels (excepting those of the Oriental Republic,) which have arrived in the Port of Buenos Ayres.

From the 1st January to the 30th June 1837.

BRITISH	26
BRAZILIAN	23
AMERICAN	19
FRENCH	10
SARDINIAN	9
SPANISH	5
DANISH	3
HAMBURG	3
SWEDISH	2
DUTCH	1
BREMEN	1
KNIPHAUSEN	1
PORTUGUESE	1
TUSCAN	1

105

## Births.

On 26th ult., the lady of Robert Macalister, Esq., of a daughter.

On 27th, the lady of Thomas Armstrong, Esq., of a daughter.

## Married.

On 24th ult., by the Rev. John Armstrong, at the British Episcopal Church, Mr. George Peter Perry, to Rosa Maria, second daughter of Mr. Robert Hyne of this city.

On 29th, by the Rev. William Brown, Mr. John Kennedy, Saddler, of this city, native of Belfast, Ireland, to Miss Maria Louisa Inglis, native of London.

## Advertisements.



### NOTICE.

TO the Citizens of the United States. This is to inform them that a Subscription is opened for publishing the Inaugural speech of the President of the United States, and the farewell address of Andrew Jackson, which will be followed by explanatory notes and observations, particularly on the *Grand question of Slavery*, embracing an account of its origin and progress to the present day, showing the moral and political bearing of the subject upon the sympathies of our people and the Federal system of our country. N. B. Persons wishing to subscribe, may apply to Mr. B. C. Foster, who has charge of the subscription list.

Buenos Ayres, July 1st, 1837.

### British Subscription Library.

NOTICE IS HEREBY GIVEN, that at the late Annual General Meeting it was resolved:— "That, for the advantage of Subscribers living in the country, and others, books which have been one year in the Library, may be retained double the usual time; and those which have been above two years in the Library, treble the usual time."

And the following Gentlemen were elected, a Committee for the year ending 1st May 1838.

- Mr. Mc LEAN, Chairman.
- MACFARLANE, Treasurer.
- HARRATT.
- BISHOP.
- GILPIN.
- WHITAKER.
- BEST.
- LEE.
- BARBER, Secretary.

### Selling off under prime Cost.

R. H. HYNÉ begs leave to return his grateful thanks for the liberal support he has received from his numerous friends, and acquaintances, whom he has the pleasure to inform, that as he finds the Grocery line *No go*, he has determined to dispose of his abundant Stock in Trade under prime cost, he therefore requests them to apply early, before it goes to the hammer. N. B. The fixtures are also for Sale.

### PRICES CURRENT.

Doublons, Spanish	132	a 133 dollars each.
Do. Patriot	130	do. do.
Plata macuquina	7 1/2	a 7 1/2 do. for one dollar, Spanish
Do Patriot and Patacones	8 1/2	do. do. each.
Six per cent Stock	57	a 58 do. per ct.
Bank Shares	no demand	
Exchange on England	6	a 6 1/2 pence per dol.
Do. Rio Janeiro, no transactions.		
Do. Montevideo	8	a 8 per patacon
Do. United States	8	a 8 per U. S. dollar
Hides, Ox, best	36	a 37 ds. p. pesada
Do. country	29	a 33 do. do.
Do. weighing 23 to 24 lbs	28	a 30 do. do.
Do. salted	25	a 27 do. do.
Do. Horse	9 1/2	a 11 1/2 do. each.
Nutria Skins	4	a 4 1/2 do. per lb.
Chinchilli Skins	33	a 34 do. per dozen
Wool, common	9	a 14 do. per arba
Sheep skins per dozen	19	a 21 per 27lb.
Calf skins per dozen	24	a 26
Deer skins per dozen	9	a 11
Hair, long	55	a 58 do. do.
Do. mixed	30	a 34 do. do.
Jerked Beef	14	a 17 do. quintal.
Tallow, melted	12 1/2	a 14 do. per arba
Horns	125	a 600 per mt
Flour, (North American)	a	none
Salt, on board		a 18 per fan.
Discount	1 1/2	a 2 pr ct. pr. month

The highest price of Doublons during the week, 133 dollars. The lowest price 129 dollars. The highest rate of Exchange upon England during the week 6 pence. The lowest ditto 6 pence.

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