

British Packet

AND

ARGENTINE NEWS.

№. 631.]

BUENOS AYRES, SATURDAY, SEPTEMBER 22, 1838.

[VOL. XIII.]

BUENOS AYRES.

WE received by the boat *Despacho*, the Montevideo journal *Universal* to 17th inst. They contain important details connected with the blockade of this port. In that of the 10th, is the following correspondence in English.

Montevideo, 7th September, 1838.

THOMAS SAMUEL HOOD, Esq.,
H. B. M.'s Consul General,
Montevideo.

SIR,

Having it in contemplation, conjointly with others, to purchase some of the prize property sent into this port by the French squadron blockading Buenos Ayres, part of which is announced for sale in the *Universal* of this date, I take the liberty of requesting your opinion whether this property will be secure against subsequent attachment by its prior owners.

I remain, Sir,

Your most obedient Servant.

(Signed,) EDWARD DE YONGH.

Montevideo, 8th September, 1838.

SIR,

I have the honor to acknowledge the receipt of your letter of yesterday, asking my opinion, for your information, whether prize property sent into this port for sale by the French squadron blockading Buenos Ayres, will be secure against subsequent attachment by its previous owner.

In reply, I have the honor to acquaint you, that captured property, sold in a neutral port before condemnation, will not I believe be safe to purchase, because the character of property can only be legally changed by the *sentence of a competent Tribunal*, and in the absence of that indispensable formality, the purchaser can have no title recognizable by the usages of Nations, and therefore no security against attachment by the original owner, since the law must always consider it until a condemnation shall have transferred that right to the captors.

I am, Sir,

Your most obedient Servant,

(Signed,) THOMAS SAMUEL HOOD,
Consul General.

To Mr. EDWARD DE YONGH.

The publication of these documents appears to have caused considerable sensation in Montevideo. A communication in the *Universal* of the 12th, requests that the letter from Mr. De Yongh, and the British Consul General's honorable reply, should be translated into Spanish and inserted in that journal, as being of once useful to the commercial community and to the State. They accordingly appeared in that language in the *Universal* of 13th. In the same paper of the 14th, is the copy of a note dated Montevideo 12th inst., from Monsieur R. Baradère, Consul of France, to the British Consul General, requesting the information which is afforded in the subjoined reply.

Montevideo, 12th September, 1838.

The undersigned, Her Britannic Majesty's Consul General, had the honor to receive a note from Mr. Baradère, Consul of France, dated to day, requesting to be informed whether a letter of his which appeared in the *Universal* on the 10th inst., had been published by his authority. He has in consequence very much pleasure in satisfying Mr. Baradère's inquiry, that though it is a true copy of a letter written by him to

Mr. E. De Yongh, no authorisation was either asked or given by him for its publication.

The undersigned renews to Mr. Baradère the assurances of his high consideration and esteem.

(Signed,) THOMAS SAMUEL HOOD.

To Raimond Baradère, Consul of France, in Montevideo.

In the *Universal* of 15th inst., is the following.
Montevideo, 13th September, 1838.

Mr. CONSUL GENERAL,

I received the letter which you did me the honor to address to me in answer to mine of yesterday. I feel confident that you will not object to my publishing it, in order to efface in part the unpleasant impression which the publication of your reply to Mr. De Yongh has caused.

Be pleased, Mr. Consul General, to receive the assurances of my sincere esteem and most distinguished consideration.

The Consul of France,

(Signed,) R. BARADERE.

To Mr. Thomas Samuel Hood, Consul General of H. B. Majesty.

Montevideo, 13th September, 1838.

SIR,

In reply to your letter of to day, I beg permission to say, that you are equally with Mr. De Yongh, at perfect liberty to make any use you please of any communications which may proceed from me in public service.

I have the honor to be,

SIR,

Your most obedient Servant,

THOMAS SAMUEL HOOD,

British Consul General.

To Raimond Baradère, Esq., French Consul, in Montevideo.

On the 3rd inst., the Minister of War and Marine of the Oriental Republic, Don Antonio Diaz, sent an order to the Captain of the Port at Montevideo, Don Francisco Lasala, to furnish at his own account of the coasting vessels which the French squadron blockading Buenos Ayres, had despatched to and which had in fact arrived at Montevideo, under convoy of the French brig of war *Badine*. This account was rendered the same day, and is as follows.

Oriental balandra 27th September, owner Sr. Justo Felix Ribeiro.

Oriental pilot boat *Eloisa*, owner Antonio Pereira. Argentine chalonpe *Porteña*, owner Vicente Casares.

Argentine schooner *Ana*, owner Vicente Litch. Argentine ketch *Felix*, owner Vicente Litch. Argentine schooner *Nina*, owner Pablo Gomez.

On the 3rd inst., the French Consul addressed a note to Don Francisco J. Muñoz, Collector General of the Custom-house at Montevideo, stating, that as the vessels and cargoes captured by the French blockading squadron, were to be sold on account of those concerned, he had on the part of the Consulate, named Monsieur Frederick Desbrosses as prize agent, and Señor Luis Buena as auctioneer for the public sale of said prizes; and solicited the Collector to issue the necessary orders for the discharge of the cargoes, &c.

The Collector on the 4th, forwarded to the government a copy of the French Consul's note, and requested instructions in what manner he was to proceed.

In view of this note, the government directed the Collector General, not to grant permits for the discharging of the vessels which

had already or might hereafter come, in the quality of prizes, without a special order from government.

The Minister for Foreign Affairs, Don Carlos G. Villademoros, under date Montevideo 6th inst., requested explanations of the French Consul upon the subject in question, because the strict neutrality which the government of the Republic had observed and still wished to observe, between France and the Argentine Republic, would not permit it to view with indifference an act which must compromise it with one of the parties, and give rise to complaints and well founded reclamations.

This produced a long letter from the Consul of France, in reply, dated Montevideo 7th, in tenor, that the vessels had been legally captured, yet he would not say but they might be ultimately restored. The prize Court at Paris, would have to decide thereon, to which those interested could forward their remonstrances.

The measure in question was ever a benefit to the individuals from whom the property had been captured, inasmuch as France has no port in those seas to place it under sequestration, and it is impossible that such craft as those in question could traverse the Atlantic exposed to France; and if the blockading squadron should take charge of them the risk to the property would be equally great. Therefore, the only alternative was sequestration or sale, neither of which could be effected except at Montevideo. Sequestration would expose the cargoes to ruin, besides incurring great expenses for warehouse room, &c., whereas sale would obviate these inconveniences, and this had determined the Admiral, the Consul Monsieur Roger, and himself, (M. Baradère) to give that the preference. In fact, it would be a conservatory measure, and not any infringement upon the neutrality of the Oriental government. The major part of the captured craft belonged to neutrals, and could not be considered as prizes until a competent Tribunal had pronounced them as such. The Argentine government instead of opposing the sale ought to be the first to desire it. The captures or detentions were not from an enemy against whom war was declared, but for having endeavoured to violate the laws of blockade. Should the government of Buenos Ayres persist in viewing the proposed sale as a breach of neutrality, the Oriental government cannot yield to its demands without infringing as it regards France the limits of this same neutrality.

On the 11th inst., Monsieur Baradère sent another letter to the Minister, soliciting on the part of Admiral Leblanc, a prompt decision respecting the sale of the craft captured by the blockading squadron, adding, that he (the Consul) was instructed to request a decisive answer in 24 hours, and to declare that after this period, silence, or an evasive answer of the government, would be considered as a positive refusal to give authorisation for the sale.

The Minister, Don Carlos G. Villademoros, replied to the above on the 12th, in purport, that the government of the Republic, felt infinite surprise at the exigence of Admiral Leblanc and the Consul, upon an affair of so serious a nature, in which were concerned not only the dignity of the Republic, the neutrality it ought to preserve in the discussions between France and the Argentine Republic, the principles established by all nations, but also the tendency it had to open the door to pretensions of an equal nature, which every nation of the world would have the right to demand, without any reciprocity as it regards the Republic, not even from France herself, whose legislation on affairs

Continued on last page.

INTERESTING TO MARINERS.

On the 9th November 1837, the government of Chili issued a decree, ordering the construction of a light-house in the neighbourhood of the port of Valparaiso. The expenses attendant on which, to be provided for by Merchant vessels paying a duty on entering said port, namely.—

National vessels 1 real per registered ton.

Foreign do. 4 do per do.

This duty is to be paid every time that vessels anchor in the port, whether from ports of the Republic or Foreign ports, except they have been obliged to put in by distress.

National and Foreign vessels of war are excepted from the payment of the said duty—as also National and Foreign merchant vessels when they do not exceed 25 registered tons; or as also whaling vessels when they do not disembark or embark any class of merchandise. It being understood that provisions embarked for ship's use are not to be considered as merchandise.

The duty will be payable at the Custom-house of Valparaiso from the first of August 1839, by all merchant vessels not as above exempted, whatever may have been their point of procedure, so often as they shall anchor within the port.

We have translated the following from "El Araucano," Official Gazette, published at Santiago de Chili.

Directions for entering the Port of Valparaiso, steering by the light-house, situated in the FLAYA ANCHA.

The government on 9th November 1837, ordered that a Tower should be erected with a light, in a situation the most eligible for the guidance of vessels entering the Port of Valparaiso; for this purpose the Commandant General of the Naval department, Victorino Garrido, gave the necessary orders, and subsequently named a Commission, composed of Commodore Sullivan, commanding the squadron of H. B. M. in the Pacific; Captain Cleri, of the French brig of war Alacran; Don Manuel Garcia, Master of the main school, and Captain Pablo Delany, of the National navy; to designate the most eligible situation for the said light.

The Commandant General of the naval department approved of the situation selected for it, where the tower is in fact erected, 515 toises from *La Baja*, which bears S. 73° W. The tower is situated in latitude 33° 1' S., and 14 miles distant from the point of the Custom-house, which bears S. 62° E.

The tower is of wood, painted white, its figure is a quadrangular pyramid; its base is a square of 23 feet; its height 60 Castilian feet to the foot of the lantern; the cornice 11 feet on each front; the lantern is 12 feet high and 6 in diameter, its form cylindrical, and made of iron; the light is a fixed one, the colour natural, and sufficiently clear to be seen at a distance of 10 leagues in fine weather.

The tower is built behind a point or round cliff, and presents itself thus on coming from the Southward; it is distant from the tower of the Custom-house about 14 miles to the South-west. Coming from the South, when the tower can be seen free from this point, you will be to the N. E., and can steer towards it, thus passing point Corumilla and its dangers, following the same course with the light of the lantern in sight, until passing Valparaiso point.

On passing the points and cliffs which form the west coast of the entrance to the bay, where the tower is erected, it is necessary to steer at the distance of a mile from it, until the lantern bears S., then you are clear of rocks and points.

There are some breakers, called *La Baja*, which are always visible, and do not occupy more space than about 60 yards in a N. and S. direction, and about half that space E. and W.; distant 515 toises from the tower, and bearing S. 73° 45' W. After having passed the *Baja*, the bay can be entered and anchor cast in 12 to 30 fathom water, bottom sand and mud.

Vessels steering to Valparaiso, ought to stand north of, and from its summit being invariably covered with snow; the upper part, or that of the W. is irregular, with various peaks; but that of the S. E. is quite plain and level; when the top of the volcano is distant 50 leagues and bearing N. E. 1 E., you are then in a direct line with the tower.

It is clear whether the inland can be seen before it is possible to discover any point of the coast, in order to steer towards the port.

The volcano of Aconcagua is conspicuous above all the other mountains on these shores, and from its summit being almost invariably covered with snow; the upper part, or that of the W. is irregular, with various peaks; but that of the S. E. is quite plain and level; when the top of the volcano is distant 50 leagues and bearing N. E. 1 E., you are then in a direct line with the tower.

There is another mountain called *La Campana de Quillota*, ten leagues from the sea; its summit is uneven, and its central part is called *La Campana*; when this bears N. 60° E., you are likewise in a direct line with the tower.

As these mountains are the first which are seen, steering towards land, they are a guide to steer to the light-house, and then with the instructions given continue on to the anchorage.

Vessels seeing land more to the S. of 33° 20', and who run along the coast will not be able to see the light of the lantern, if they are distant 5 or 6 leagues from the land, because it is necessary to have point Corumilla E. 4 N., before you can distinguish the light from the lantern face from the point or cliff above mentioned.

Coming from the N. and on seeing point Quintero, distant 15 miles to the N. 4 W. from the tower, it is necessary to take great care not to near the coast during the night, as there is a bar of stones distant about 4 miles S. E. from point Quintero, for although there is a passage it is too dangerous for those not well acquainted with it.

Bearings and distances of various objects in the vicinity of the tower, which is 335 Castilian feet above the level of the sea, and will be lighted on 1st August 1838.

Point Quintero.....	N. 23° 30' E.
Point Concepcion.....	N. 23° 30' E.
Volcano de Aconcagua.....	N. 57° 30' E.
La Campana de Quillota.....	N. 60° 0' E.

The look out station whence signals are made, is 1529 toises from the inland tower.

La Baja, always visible, distant 515 toises..... N. 72° 0' E.

The Custom-house of Valparaiso distant 14 miles..... S. 62° 0' E.

N. B. All the bearings are taken by compass.

We have received a poetical effusion signed *Anglo Portefa*, on the present blockade. It consists of 11 verses, three of which we have inserted. The whole should have appeared had our Author's muse been less political.

Thou too who hold'st with able hand,
The destinies of our land,
Our honor, and our fame;
Thou' threatening danger onward ride,
Lest moderation be thy guide,
And peace be thy first aim.
But if we to deserve our name,
Must meet as candidates for fame,
Who lord it o'er our waves;
Then draw thy sword—thy threats defy,
And prove to France we dare to die,
But dare not live as slaves!

Slander of the blockaders is hinted at, and in the last verse they are invited to come on shore and confound the slanders.

Deny the charge, and come on shore,
When you shall meet at every door,
A welcome, and a smile;
For every want, a kind relief,
For pickled ***** fat wholesome beef,
And music to beguile.

Buenos Ayres, September 11th, 1838.

HINTS TO WRITERS FOR NEWSPAPERS.

Write plain; not merely so plain that the editor can make it out, but so write that the common reader cannot fail to read every syllable. Take care of orthography. Punctuate correctly, and do not leave half of that task for the editor. Make some distinction between little *n* and little *a*. Dot *i*. Cross *t*.—

Where *t* and *l* are in the same word, do not cross both of them. When you cross *t* do not place the mark so as to make it doubtful whether you intend it for a *l*, or to emphasize the word immediately above. If you are not quite satisfied with your article re-write it. *Americana* paper.

THE QUEEN AND TEMPERANCE.

Mr. DELAVAN, the great American temperance champion, some time since sent to the Queen of Great Britain; four beautiful volumes of the *Temperance Tales*, and has recently received a letter from her Majesty's Librarian, expressing her entire "satisfaction" at the present.—The Queen, too, directed the librarian to declare her hearty approval of the efforts making for the temperance cause. *Ibid.*

THE PRINTER.—Many who have acquired great fame and celebrity in the world, began their career as printers. Sir William Blackstone, the learned English commentator of laws, was a printer by trade. King George III. was a printer, and not unobviously worked at the trade after he ascended the throne of England. We need not say that Franklin was a printer, for that is well known to all who are familiar with his name. Alexander Campbell, the theologian, was a printer. Many a flaxen haired urchin that plays in the streets every day idle, dirty and ragged, if he were put to the art of printing, would be a good, great and good. Parents and guardians, look to it. *London Standard.*

A communication dated Ranchos 1st inst., from Don Benjamin Garcia, Justice of Peace of that district, appeared in the *Gaceta Mercantil* of 19th inst. It contained details of a *fajon* there on 19th, 20th and 21st ult., to celebrate "the patriotic vote of the Honorable House of Representatives," approving the conduct pursued by His Excellency the Governor as it regards the French question.

On 17th ult., Colonel Vicente Gonzalez, arrived at Ranchos in a coach with the portrait of His Excellency the Governor. The Justice of Peace and a number of individuals had previously met the coach, and the portrait was conducted to the town in a fitting manner, amid exclamations and a discharge of rockets. On Sunday the 19th, it was conveyed to the church in procession, escorted by cavalry, infantry, &c. The Church was elegantly decorated, and High Mass & Te Deum were performed.

After Divine Service, the portrait was borne through the principal streets of the town, escorted and accompanied as before, ladies left their houses and scattered flowers before it, and the choirs for National Independence, the House of Representatives, and the Governor, were incessant, as also exclamations of *Muera el tirano Uaiario Santa Cruz*. A banquet was laid out, minuets were danced, and four young ladies sang the compositions, "Que se le valla *la Yula el honor*," and "*Heracles Patriotas*," in excellent style. In the afternoon horse racing (*juego de sortija*) took place, the riders being masked. In the evening there was a grand ball and supper for the youth, which was limited and decorated in a superb manner. The portrait before mentioned was conspicuously placed in the saloon, banners waved in all directions, and a youth recited an ode in honour of His Excellency the Governor. On 20th and 21st the rejoicings continued.

Colonel V. Gonzalez, addressed on 19th, proclamations to the inhabitants and to the militia of the district; and the Justice Don B. Garcia, made an oration to his fellow citizens, all in praise of the conduct of the authorities of the country, in resisting the pretensions of the French Vice Consul and French Rear Admiral. One of the proclamations ran thus—

"The sight of those vessels which so unjustly blockade our ports, had no power to vary the vote of the Fathers of the Country; nor the noble sentiments of a paternal government which desires our happiness. Let us then evince our gratitude by means of public rejoicings, and prove that we are ever disposed to sustain, with our persons, lives and property, the honorable decisions of our worthy Representatives; and the magnanimous march of a government, to whom we are indebted for the order and prosperity which our Country enjoys."

THE MEXICAN BLOCKADE.

The following extract from a letter of an officer on board the Natchez, published in the New Orleans Bee, would tend to prove that the French will hardly accomplish their purpose of forcing the Mexicans into a treaty of indemnity and commerce. These people possess a decided ideal of the old Castilian haughtiness and obstinacy, and do not at all relish the idea of coercion. Besides the scheme of compelling the Mexicans by force and terror, to admit the French to the highest privileges of trade is denied. Commerce is a profitable business, and must be promoted by peaceful methods. This forcing people to trade at the cannon's mouth, will hardly answer. The letter alluded to is as follows:

Vera Cruz, Campeche, Tampico and Matamoros are the places at present blockaded.—The frigate Hermine, Com. Bazache, with Baron Deffauds on board, and a small brig, are at Sacrificios. The other ports are closed by a brig of war. The steamer Ana Bliza, from New York, ran into Vera Cruz on 22nd April, notwithstanding the blockade.—The difficulty of preserving an efficient blockade of the Mexican ports will be very great, and a much larger number of vessels will be required than is at present employed. The Brazos de Santiago, for example, is ten miles from the mouth of the Rio del Norte—no vessel cannot guard both entrances; again, the mouth of Tampico is Tupman, an excellent harbor, having almost an entire inland water communication with Tampico.

It seems at present the French intend to farther annoyance than a blockade, thereby it is thought the people will be induced to depose the present incumbents in office, and place those in power who will make the required reparation. This however seems rather an improbable supposition, inasmuch as General Urea who heads the disaffected party, and who has actually taken possession of Marathon and Guaimas, has recently pledged himself to support the government against the unjust exactions, as they term them, of the French. The Mexicans themselves speak of the blockade, as a matter of very little importance, and many are of the opinion that its tendency will be to produce a most harmonious co-operation of the various parties, which have heretofore distracted the country.

All hostile operations against Texas, have been for the present, entirely suspended; the whole energies of the nation being directed to preparations to meet any emergencies which may arise out of the French difficulties.

ABSENCE OF MIND.—An old smoker the other day bit off the end of his finger, supposing it to be a cigar. He did not discover his mistake until he undertook to light what he had left and smoke it. American paper.

A Yankee pedlar is making his fortune in the valley of the Mississippi by selling purple vegetable pills for the cure of fever and ague and other diseases. The pills are peas soaked in a solution of liquorice! Ibid.

DEADLY CONFESSION.—A young lady intending to sue for breach of promise, put her lover's letters into a bag for the purpose of producing them in court, when said to tell, their own natural warmth produced spontaneous combustion, and ashes alone remained. Ibid.

THE WEATHER, has been variable during the week. The thermometer on Saturday morning last stood at 70, but fell at mid day to 64; heavy rain immediately followed. It has since been from 55 to 62. The Theatres were both closed on Saturday evening in consequence of the violent rain.

THE SOUTHERN CONSTELLATIONS.

Perhaps it may be expected of me, that I should say something of what I have done among the Southern stars. But anything in the form of a lecture on astronomy, although it might interest,—yet, I feel that, for an assembly of this kind, such a thing could not be otherwise than tedious, and out of place. I may, however, so far intrude that subject upon you, as to say, that I believe there is scarcely a corner in that part of the Southern sky which I have not twice searched over, with almost the power of a microscope; and it may be easily supposed, in the course of a ramassage of that kind, what an extraordinary turn out there must have been, and what numerous objects, worthy of attention, must have shown themselves; and often have I longed for some of those keen, stargazing eyes which I see now directed upon me, and, it may be, for some of those bright eyes, which, like stars themselves, are now beaming upon us.—(Cheers.) I need hard now say anything on the subject of the Southern constellations. They are extremely superb things, and have been celebrated both in prose and in verse; but there is one feature in their history which has escaped, altogether, the attention both of poets and of travellers. It is, that they stand in need of a Radical Reform.—(Laughter.) I believe the yawning gulf of Schedule A is gasping for a great many of them; and I should not be surprised if the vested interests of our northern sky were not put in peril.—(Laughter.) Speech of Sir John Herschel.

THE PATRON SAINT OF ENGLAND.—It distresses our enthusiasm to find that that great saint was a still greater sinner. St. George was born at Epiphania, a town in Cilicia, in a fuller's shop, and his character through life retained a trace of his earthly origin. By the arts of a parasite he obtained patron, who got him a lucrative commission to supply the Roman army with bacon; but George defrauded the soldiers of their bacon, and, in order to save his own, was obliged to fly from the pursuit of justice. Afterwards he professed Arrianism, and mounted, by force and bloodshed, the archiepiscopal throne of Athanasius, which he stained with cruelty and avarice. At last, in the capital of Egypt, public vengeance rose up against him, and he was committed to prison, (a. p. 301.) but the populace saved him the toedium of a trial; they put him to death, and threw his body into the sea. It belongs to those who study church history to explain how this scoundrel and cut-throat was transformed into the renowned St. George of England, the patron of arms, of chivalry, and of the garter.—Campbell's Life of Shakespeare.

EXCLUSION OF FOREIGN FEMALES FROM CHINA.—Besides their wish to render the residence of foreigners temporary and uncomfortable, they evidently have a very strong opinion of the amiable qualities of the fair sex; and, therefore, consider, perhaps, that they have enough to do to keep the male barbarians in order, and would find it altogether impracticable to manage the females. It may be, however, a matter of prudence on their part, as they may be fearful of their power to resist the influence of European chivalry. The Chinese are also a very grave people, and consider seldom a great virtue.—The Fan-qui in China.

Advertisements.

NOTICE.

OLD English bottled Port, Sherry of excellent flavor, Champagne, Preserved Ginger, Black and Green Teas, Sugar Candy, &c. &c. are on sale by the packages, at Anderson, Weiler & Co's. Stores.

MERCHANT VESSELS

In the Port of Buenos Ayres, on the 20th of September 1838.

NONE.

FOREIGN VESSELS OF WAR.

- FRENCH. Carvette Camille, 20 guns, Commandante Pierre Louis Hermenegilde Guillemin. (Capitaine de Frigate.)
Big Dassa, 22 guns, Captain Hyppolite Daguet, with Commodore's broad pennant.
Big Alert, 22 guns, Captain Charles Olivier.
BRITISH. Ship Calliope, 28 guns, Captain Thomas Herbert.

FOR NEW YORK.

TO SAIL FROM MONTEVIDEO.

The American coppered and copper fastened brig EDWIN, Captain Varney, now loading and will be despatched shortly.

For freight, apply to

ZIMMERMANN, FRAZIER & Co. Reconquista, No. 69.

NOTICE.

FOR SALE, a very commodious Baracca, close to the Baracca road; built on land three hundred varas in front to the North, and one hundred and fifty deep, and lately valued by three of the best Appraisers of this City. Any one who may feel interested in this purchase, will please apply at No. 3, Calle del 25 de Mayo, any day from 11 till 2 o'clock. Cattle will be sold separately in part payment, and the ground can be sold separately if the purchaser should wish it. #15 3#.

AT MONTEVIDEO. For Liverpool direct.

The very fine fast sailing A. 1, British barque

JOHN SOUGHAY, Captain Henry Williams.

Will be despatched about the 27th inst. She has the most superior accommodations for passengers. For freight or passage, apply to Messrs. Rainger, Brothers & Co., in Montevideo, or here to JOHN BEST and BROTHERS. Buenos Ayres, 5th September, 1838.

NOTICE.

A Spanish gentleman, a native of Old Castille, well acquainted both with the French and English languages, having received his education in France and resided many years in London, wishes to devote his time to the study of the Spanish of the above language, to a couple of English or Anglo-American gentlemen, by the most approved practical system. For further particulars apply to the Editor of the British Packet, or at Mrs. M'Draw's, leading-house, Calle de la Paz. #13 3#.

NOTICE.

THE Undersigned respectfully inform the public, that they have re-opened the Boot and Shoe Manufactory, No. 78, Calle de la Paz, in connection with that in the Calle de la Cathedral, No. 54, where all orders will be executed in the usual superior manner. Gentlemen's dress boots, shoes, half boots, pumps and slippers; ladies' walking shoes, children's half boots and shoes, and every article in the trade, made to order of the best materials and workmanship. #21 3# HUGH WHITE and SON.

NOTICE.

A Meeting will be held on Tuesday 26th inst., at 7 P. M., at the house of Mr. Dava, No. 27, Calle de Mayo, by the Members of the old Buenos Ayres Cricket Club, and by those of the one it is proposed to form, for the purpose of concerting regulations as it regards the latter.

Shipping Memoranda.

ARRIVED AT MONTEVIDEO.

- 9th inst. French brig Veloc, Eignonblanc, from Havre du Grace 17th June, to Guerin, Rebol and Co.
11th, British brig George Canning, from Cette 5th July, to John Gouland.
" British brig Fortune, from Cette 57 days, to Kennedy & Co.
13th, Brazilian zanca Alizans, from Parangua 3rd inst., to A. Alvarez.
14th, American brig Ann, Smith, from Baltimore 25th June, Rio Janeiro 3rd inst., with flour, &c., to Southgate & Co.
" Oriental brig India, from Rio Janeiro 4th inst., to Bujarro.
16th, Spanish polero Union, from Matanzas 23rd June, to P. Nin.
" Oriental schooner brig Nuestra Señora del Carmen, from Rio Janeiro 3rd inst., to A. Viardeblo.
" Oriental schooner brig Providencia, from Rio Janeiro 4th inst., to order.
" American barque Heymo, Daniel Upton, from New York and San Pedro de Veris, 50 days, to Zimmermann & Co.
" American brig Governor Brooks, Trout, from Cape de Verdis, to Zimmermann & Co.
" French private Baraque, from Bayonne 75 days, to Lafine & Co.

