

British Packet

AND ARGENTINE NEWS.

Nº. 651.]

BUENOS AYRES, SATURDAY, FEBRUARY 9, 1839.

[Vol. XIII.]

BUENOS AYRES.

We received by the schooner *Rosa*, Montevideo journals to 6th inst. They are chiefly occupied with local matter. We have also been favoured with private letters, from which we make the following extracts.—“It is reported that our government (the Oriental) is about to declare war against that of Buenos Ayres, and it is said, the declaration will be published in the Montevideo journals in a few days.”

“The message of the President of the United States, bearing date 5th December, has been received via Rio Janeiro; it states that an early adjustment of the difficulties between France and Mexico might be counted upon—it contains nothing relative to the blockade of Buenos Ayres, and merely observes that a Minister from that Republic had been accredited.”

“Don Santiago Vazquez, has resigned his office as Minister of State, and is to take passage for Rio Janeiro in the next Packet, for the purpose of reconciling the Brazilian Cabinet, which it is said is dissatisfied with this government.”

“The *Caiman*, from Buenos Ayres, lately captured by the French and subsequently sold in this Port, was on the night of the 1st inst., cut out of this harbor and run away with by persons unknown, having on board a cargo of salt, belonging to a French saltmaster; the person who commanded her when she was captured has not been seen since, and it is conjectured that he may have taken a passage in her; what course the said vessel has pursued is no one can tell.”

“The Captain of the American barque *Johan*, from Rio, arrived here on 3rd inst., states that the December Packet had arrived from England—this, however, is apprehended to be a mistake, but if otherwise, we may expect the *Spider* every hour.”

“We have received a letter from Rio, from a very respectable source, which states that the affairs between France and Buenos Ayres will be settled very soon.”

“Many reports are current here, as to the intended invasion of Entrerios—some state that Don Frutos had commenced his line of march on the 4th inst., and that he would have from 6 to 7000 men under his command; while others say, that as yet, it is all talk, and that he would be able to muster more from 3 to 4000 men at most.”

The late Doña Encarnacion Escurra de Rosas.

The *Gaceta Mercantil* of 30th ult. and 17th inst., contains communications with particulars of the funeral rites celebrated at the Guardia de Lujan and San Isidro, in memory of the deceased lady. The former took place on 30th and 31st December. A funeral monument was erected in the Church, and a funeral procession proceeded thither, attended by the civil and military authorities and citizens, all wearing mourning; the bells tolled, artillery was fired every half hour, and a volley discharged by the infantry drawn up in the plaza.

The celebration at San Isidro was on 29th ult., at the Church of Santos Lugares de Rosas, which also had a funeral monument and funeral emblems. The congregation was numerous, and citizens and troops were attired in mourning. Dr. Pascual Alejandro Rivar preached the funeral sermon.

Operations of the French blockading vessels.

2nd inst. The French corvettes *Ariadne* and *Sapho*, displayed lights last night as a guide to their cutter of war *Tupac Amaru*, which was coming in from the eastward. The said cutter sailed again to day on a cruise. The French schooner of war *Foro*, which sailed yesterday was in sight this day.

3rd. A whale boat from Montevideo was intercepted this morning near point Quilmes, by two French launches, who conducted her to the outer roads. A balandra was aground to day in that neighbourhood. We believe the above events caused a slight skirmish between the French launches and some militiamen, without however any particular result.

4th. Two French launches kept watch last night and the greater part of to day, off point Quilmes, said to be in consequence of one or two whale boats having got into the creeks in that vicinity. The launches returned to the outer roads in the afternoon. The French armed boat *Atravido* and a launch, with two prize balandras, were in sight this evening from the eastward. The corvettes *Ariadne* and *Sapho* displayed lights to them after dark.

5th. Two French launches were cruising last night and this morning off point Quilmes, being constantly being observed going eastward for intercepting whatever little craft might be strolling that way. The French brig of war *Alerte*, from off *Ensenada*, came in sight this evening, and after sun set had lights displayed by the *Ariadne* and *Sapho*.

The *Alerte* shifted her anchorage, and from being the southernmost vessel in the outer roads, she anchored near the *Ariadne* in the *Pozos*. Two French launches arrived from the northward, and two others were cruising in the same direction. The two prize balandras noticed on 4th, sailed this day apparently for Colonia. Arrived French schooners of war *Foro* and *Ana* from a cruise. The former has been off *Atalaya*, and reports says that she or her boat had a skirmish with the militia of that district.

The change of flag has not improved the *Foro*'s sailing. She came up with a fair wind in company with the *Ana*, at a “snail's trot,” in fact the *Ana* sailed “round and round” her.

7th. The *Tupac Amaru* arrived from Martin Garcia. The *Atravido* was cruising last night and to day from off point Quilmes to the northward. The blockaders' “beef boat” arrived from Colonia and sailed.

The Oriental packet schooner *Rosa*, arrived this afternoon from Montevideo, with about 30 passengers. Shore boats went off to her as usual, but they returned without freight, bringing news that the blockading Commodore, appeared highly irritated (its name unknown), and had ordered the *Rosa* to return to Montevideo with all her passengers. The *Rosa* in compliance with this order, got under weigh and had proceeded about half a league, when the Commodore returning, recalled and caused her to anchor close to his ship. The rumors circulated on shore upon the occasion were both amusing and astounding.

8th. This morning early two French launches, their own flag all, that of this Republic at bow, came towards shore with the passengers of the *Rosa*. The smaller launch came to the landing place, the other anchored when about half-way, and a shore boat was sent to her to take out the passengers. The reasons for the Commodore's action were now explained. It seems that the *Rosa* had two or three trunks on

board, containing as it is said prohibited articles, which determined the French Commodore on the first blush of the affair to send her back to Montevideo, “pack and package.” But second thoughts are sometimes best, and conceiving that he ought not “to visit the sins of the Captain upon the passengers,” he resolved to send them on shore, and Madame *Rosa* about her business. Accordingly the *Rosa* sailed at 7 A. M. for Montevideo, there to answer for the misdemeanour she is charged with before Admiral Lobos.

French launches cruising as usual last night and to day. Sailed *Foro* and *Tupac Amaru*. This day (9th inst.) completes the 319th day of the blockade.

Official Documents.

VIVA LA FEDERACION!

The conclusion of the list of individuals who have made donations of horses for the benefit of the State, for the years 1838, 1839 and 1840, was inserted in the *Gaceta Mercantil* of 29th ult.

Treasury bills in circulation on 1st inst., 4,429,700 dollars.

A decree dated 1st inst., states, that there not being any regular dues established, to meet in some degree the expenses which the government incur for the maintenance and custody of common prisoners, and the conservation of the common prison and police deposit.—It has ordered, that each person imprisoned in the common prison or police deposit, shall pay an enlargement therefrom ten dollars, excepting however those persons destined to military service.

Each person imprisoned in the debtors prison, shall pay at the time of his enlargement at the rate of one dollar per day for the period he has remained in it, in place of the four reals ordered in article 9, of the decree of 10th July, 1822.

A note dated 1st inst., from the Chief of Police to the Governor, states that during the month of January last, 3560 persons arrived in this City, the departures 487.

A similar note from the Captain of the Port, states that during the month of January last, 91 persons arrived at this port, the departures 150.

A communication dated 2nd inst., to the Governor, from Don Antonio Viera, Justice of Peace of Lobos, gives an account of the proceedings of the Apostolic mission to that district in the last month.

A note to the communication states, that the Reverend gentlemen composing the mission, and especially recommended to their congregations the defence of the cause of Federation; the preservation of the illustrious Restorer of the Laws, without which the Argentine Republic would become the victim and prize of the ferocious impious Unitarians, and that they had also mingled in their discourses, prayers in memory of the deceased Doña Encarnacion Escurra de Rosas.

The proceedings in the House of Representatives on its sittings of 19th ult., were inserted in the *Gaceta Mercantil* of 6th inst.

Pacific Steam Navigation Company.

We received by the late arrivals from England, a pamphlet and a prospectus relative to the above. The former has three charts annexed, the first, of the western coast of America—the second, showing the route from England to the isthmus of Panama, and from Lima to Australia, with the proposed steam communication to Peru and Chili—the third, a plan of that part of the isthmus of Panama eligible for effecting a communication between the Atlantic and Pacific.

The following letter opens the pamphlet.

In publishing the statements and calculations referred to by the Directors of the Pacific Steam Navigation Company in their Prospectus, I am desirous of making a few introductory remarks which may serve to elucidate this subject.

The establishment of steam navigation along the shores of the Pacific Ocean, in connexion with the passage of the Isthmus of Panama to the Atlantic, has long excited much interest, and this has been more strongly manifested as the commerce and intercourse with those countries have increased.

In consequence of instructions from the British government, addressed to the British Consuls General in Chili and Peru, directing them to inquire into the best means of establishing a communication between Great Britain and the Western Coast of South America, by way of the Isthmus, public meetings of the British and Foreign merchants were convened for this object. At these meetings in Chili and Peru, the Consuls General presided, and committees were appointed to examine my plans and statements, which, after the fullest investigation, were unanimously approved of, and sanctioned at subsequent general meetings.

The subject of steam navigation in the Pacific, has occupied my attention for the last four years; and that I have carefully considered it, the extent and minuteness of my calculations will I trust prove. The feasibility of the proposed plan, and the authenticity of the facts upon which I have based my expectations of success, have been established by the reports of the committees appointed to inquire into them; and, large as the anticipated profits of this undertaking may appear to those not intimately acquainted with the local peculiarities of the Pacific States, I will nevertheless assume that the correctness of my statements will be generally admitted, supported as they are by the evidence of disinterested parties, whose probity, as well as practical knowledge of the subject, is the best assurance that my data have been fully and fairly examined.

Her Majesty's government considering the advantages that must accrue to the trade of this country with the Pacific, and to commerce in general, by the establishment of a more prompt communication, has deemed the undertaking entitled to its support, and conferred on the Pacific Steam Navigation Company a Royal Charter: and as these advantages will be common to all nations, it is only reasonable to look for the friendly disposition of other governments.

The governments of the Pacific States equally improved with the benefits that must result from the establishment of a rapid communication along their shores, as tending to increase their commerce and improve the political and moral condition of society, have materially assisted in furthering this object, by granting to the undertaking for a term of years, exclusive and valuable privileges for the navigation of their coasts.

I have, in the preceding remarks, directed attention to the advantages which the Pacific Steam Navigation Company will enjoy, in respect of the protection extended to it both by the British government and the governments of the Pacific States; and I have shown that the calculations upon which its success is founded, have been examined and approved by competent parties. I shall now endeavour to point out some of the public benefits which must result from the proposed plan, and which, at the same time, will tend to advance the interests of the Company.

It will be seen by the prospectus, that Her Majesty's government has determined on the early establishment of steam-packets to the West Indies, which, with the co-operation of steam navigation in the Pacific, will reduce the

communication between Great Britain and the coast of Peru and Chili, from a period of four months, to one of thirty or forty days.

This accelerated and easy communication must naturally tend to increased intercourse, and a more extended trade with the west coast of South America. The uncertainty and fluctuations which at present attend all mercantile operations with those now distant markets, will in a great degree be obviated by the means of transmitting frequent and regular advice; while the returns for shipments will be available three or four months earlier than they are under present circumstances.

Specie and bullion are constantly remitted, and that with ease and security by the Isthmus of Panama; the means of transporting goods are likewise abundant, and the whole have been exempted from transit duty by a late decree of the Congress of New Granada. The Directors, being satisfied that whatever tends to facilitate the commerce of the west coast must materially benefit the Company, have in contemplation a plan for insuring the property shipped in the vessels, if they be desired; by which means bills of lading will at once become available and transferrable documents. Thus the proposed undertaking is of the greatest importance to the merchant and manufacturer whose principal operations are directed to the Pacific; their property will be placed more within their own control, and on a footing of greater security; while the facilities extended to trade cannot fail to excite new impulses, to increase the produce, and eventually to produce a greater demand for British manufactures.

The local trade, also, would derive great advantages from an accelerated communication between the several ports in the Pacific. Owing to the present irregularity of advices, vessels are often indefinitely detained at the different ports of the Coast; and from the same cause no changes in markets can be beneficially and mutually acted upon. By steam, a regular interchange of advices would be established every fifteen days, and many voyages would be performed in forty or fifty hours, which now occupy twenty or twenty-five days. This will give a new impetus to the trade, and be laid down in the annexed map of the western coast.

There are other interests in South America, of too important a character to be lost sight of, and which must reap the benefit of any measure tending to the development and improvement of the resources of that country. To the different States, loans to the amount of millions of British capital have been made, for which no return has been received; nor, till an amelioration of their domestic and international affairs be brought about, can any such be expected.—One great cause of the political instability of the South American governments, is the absence of prompt communication, by which the efforts of the executive to suppress rebellion are constantly frustrated. The difficulties of journeys by land, and the uncertainty of voyages by sailing-vessels, impede that regular and rapid intercourse which steam navigation alone can supply.—an intercourse essential to the well-being and advancement of those countries.—The effect of it would be, to strengthen the executive authorities, to promote the industry of the people, and to contribute to an improved state of public and private credit.

The accompanying letter of Captain FitzRoy, of Her Majesty's Navy, corroborates also a very important fact, as regards the accelerated and easy communication which can be effected between the Pacific coast of Australia, New Zealand, and the various islands in that ocean.—The tracks laid down by that gentleman in the chart annexed, show the courses by which vessels sailing between Australia and the west coast of New Zealand generally meet with favourable winds. By traversing the Isthmus of Darien, the long and turbulent passage round Cape Horn would be avoided, and the period of four months, now occupied in performing the voyage from Europe to those distant parts of the world, would be reduced to about sixty or seventy days. This is an interesting point as relates to the civilization of the inhabitants of the numerous islands in the Pacific, to which the Missionary Societies have for a considerable time been directing much of their attention. A tedious and painful voyage will be exchanged for one of comparative ease; and the difficulty of access, which now so much obstructs their labours, will be greatly diminished.

While the important and interesting colony of Australia will be so greatly benefited by the establishment of steam navigation in the Pacific, its influence over the immediate as well as the more remote sections of the British Empire must not be overlooked. The island of Jamaica will once more become an entrepot of supplies for the northern ports of the Pacific, and, to a great extent, be enabled to resume that lucrative trade by which her prosperity was formerly so much promoted.

There is no difficulty in crossing the Isthmus of Panama, of which a map is annexed. The journey from the Pacific to the Atlantic, is easily effected in eight or ten hours, while the return occupies two days. By the proposed line of road, as laid down in the map, from Panama to the junction of the rivers Trinidad and Chagres, to which point steamers of from four to five hundred tons may navigate without difficulty, the whole journey across could be accomplished in eight or ten hours.

Having in the course of the preceding observations endeavoured to prove the great benefits which must accrue from the establishment of steam navigation on the waters of the Pacific, I have now to show that the means and facilities for carrying it into operation are amply sufficient.

Coal exists in Chili in great abundance, and is obtainable at a very cheap rate; it may also be had from England at a moderate price; while the nature of the trade between the west coast of Australia, would ensure an abundant and cheap supply from that Colony in case of need.

The increasing trade of England with the west coast, is the best proof of the security which is there afforded to commerce. If the merchant and manufacturer whose goods are often deposited for lengthened periods in the public custom houses, and frequently sent to the interior on long circuits, enjoy a security which enables them to repose, and gradually to increase their shipments, how much greater security will be afforded to the company, whose vessels will sail under the British flag, be under the protection of a British squadron, and possess the same guarantee of the separate local governments.

The means of repairing the vessels are abundant. Guayaquil is an excellent arsenal, and particularly favourable for the repair of steam-vessels; while some of the ports of Chili offer in this respect almost equal advantages.

War unfortunately exists, at the moment between Peru and Chili, but its termination before the operations of the Company are carried into effect, is anticipated with every certainty.—Under any circumstances, however, from the neutral character, as well as from the peculiar privileges of the Company, there is no reason to apprehend any interference on the part of the respective governments. It may also be observed, that as vessels under the belligerent flags will scarcely be employed for mercantile purposes, neutrals will more generally take their place; and in this view it may be safely averred, that the pecuniary receipts of the Company would be little, if at all affected by the war.

The establishment of hulks, as provided for by the Decrees, for the reception of coal, provisions, water, and cargo, will greatly facilitate the despatch and convenience of the steamers; and, by having the supplies afloat, a greater degree of promptness and economy in the arrangement will be attained.

I have thus briefly taken up the general points of interest relative to the subject in question; and in conclusion I may be allowed to state, that a broader or more promising field for steam operations than that which the Pacific affords, does not exist in any part of the world. The prevailing south winds, the calms, and the currents of that ocean render navigation by sailing-vessels so tedious, and so uncertain in the extreme; while the nature of the whole country, from Valparaiso to Guayaquil—presenting a succession of mountains and deep ravines, intersected by sandy deserts—offers every imaginable obstacle to land travelling, and yet there are four millions of inhabitants, within the proposed line of intercourse, ready to participate, to a greater or less degree, in the benefits to arise from the proposed undertaking.

Nature thus seems to have intended for man an extensive and great line of coast, the physical difficulties of which oppose an almost insur-

insurmountable barrier to any other mode of prompt communication.

WILLIAM WHEELWRIGHT.

London, Oct. 23, 1838.

Captain Robert Fitz-Roy, in a letter dated London, 1st October, 1838, to Mr. Wheelwright, says—

In my own mind, there is no doubt whatever of the existence of coal in abundance at various places on the western coasts of South America; and that its quality is sufficiently good to make it available for steam vessels.

PROSPECTS.

Pacific Steam Navigation Company. To be incorporated by Royal Charter.

WILLIAM PARRISH ROBERTSON, Esq., Secretary.

The object of this Company is to establish Steam Navigation along the Shores of the Pacific, from Valparaiso to Panama, embracing all the principal ports in Chili, Bolivia, Peru, Ecuador, and the West Coast of New Granada; and, in conjunction with Her Majesty's packets in the Atlantic, to promote a more rapid and regular communication with Europe by the Isthmus of Darien.

The undertaking was projected by Mr. Wheelwright, and sanctioned at the public meetings of the British and Foreign Merchants in Chili and Peru, convened and presided over by Her Majesty's Consuls General, at the express desire of Her Majesty's government, to consider the best means of establishing a direct communication between England and the Pacific. The statements and calculations of Mr. Wheelwright, exhibiting the most satisfactory pecuniary results, underwent a most minute and searching investigation by Committees appointed for the purpose; and, at a subsequent general meeting, they were unanimously approved of. The wisdom of these arrangements have been published, for the full information of the public.

Mr. Wheelwright has obtained decrees from the governments of Chili, Bolivia, and Peru, securing to him and his assigns the exclusive Navigation of the Coasts by steam, with all necessary immunities and privileges (including an exemption from port-dues), for the period of ten years. These decrees, and the powers conferred thereby, which have become the property of the Company, will be found in Mr. Wheelwright's publications, already published.

Her Majesty's government are actuated by a sense of the benefits which will be conferred by this undertaking upon British commerce, has consented to grant to the Company a Royal Charter, by which alone the important objects of the Company can be effectually attained. No part of the world is better calculated for Steam Navigation than the Shores of the Pacific. The coast is bold and clear, and the harbours numerous, and always accessible. The south wind, which prevails, is generally light, with frequent calms; and the consequence is an almost invariably smooth sea. These latter circumstances, so favourable to steam, render navigation by sailing-vessels extremely tedious and uncertain. In fact, voyages, which usually occupy a period of 20 or 25 days, may be accomplished by steam in 40 or 50 hours.

The distance from Valparaiso to Panama is about 2500 miles; and the countries bordering on that line of coast contain a population of upwards of four millions of inhabitants. The extension by land, which is everywhere extremely difficult and expensive, in some places is nearly impracticable; and the existing intercourse between the large cities and towns of these extensive countries is greatly impeded by these circumstances, on the one hand, and by the uncertainty of voyages by sailing-vessels, on the other. Notwithstanding these obstacles, this intercourse has of late years considerably increased; and the number of persons travelling along the coast amounting to no less than 8850 annually, as the documents before the public prove. The facilities that Steam will afford must necessarily increase this communication, and give a new impulse to the commerce of the whole of the Pacific States; developing more rapidly their great natural resources, and giving them a commercial stability and importance far beyond that which they now enjoy.

Her Majesty's government having determined to establish Steam-Packets between England and the West Indies, the two proposed plans will together ensure a greatly accelerated communi-

cation between Europe and the Western Coast of South America; by which the trade of England with those countries will be placed on a more secure footing, and be greatly promoted and increased. The voyage by Cape Horn to Lima, which now occupies a period of about four months, would, by the Isthmus, be reduced to about thirty days.

It may also be here observed, that a communication between England and Australia, by this route, might be accomplished in about sixty-five or seventy days; in place of four months, which it now occupies.

Coal, of good quality, abounds in Chili, particularly in Talcahuano, and is obtainable at a very moderate cost: it would have likewise been discovered at San Lorenzo in the Bay of Callao, and in the Gulf of Guayaquil; while supplies, if required, could be brought from Australia and England, on very reasonable terms.

Buenos Ayres, January 31st, 1839.

TO THE EDITOR OF THE BRITISH PACKET.

Sir,

I submit the following condramas (with your approval) for insertion in your widely circulated journal, with a hope they will not merely excite the curiosity of your many female readers, but also tend to amuse them highly, when their solutions are known, which I shall have much pleasure in sending for your information before the next publication of the British Packet.

- 1.—Why is an apple pie with quinces in it, like a pair of red morocco slippers with yellow lining?
- 2.—Why is a percussion gun like death?
- 3.—Why are four couples going to Church like two penny trumpets?
- 4.—Should an empty champagne bottle, without a label, be accidentally dropped in the Rio de la Plata off the Retiro, what would it become?
- 5.—Why is the gravy of a leg of pork the best gravy in the world?
- 6.—Why is a man who has been thrice defenated and still attempts to gain his end, like rain?

I am,
Mr. Editor,
Your well wisher,
A constant reader.

Buenos Ayres BRITISH FRIENDLY SOCIETY.

OBJECT.—To afford temporary relief to British subjects, unable to support themselves or their families in consequence of sickness or accidents or other unavoidable causes; to assist widows, and orphan children, left in a state of distress; and to provide medical assistance, and (when the funds allow) funeral expences in special cases.

A general meeting of the members of this Society, was held, pursuant to public notice, at the Vestry of the British Church, on Monday the 21st ultimo. Among other matters reported by the Committee to the Meeting, it was stated, that there being two vacancies in the requisite number of Trustees they had, agreeably to the 5th article of the Society, requested Mr. Duguid, the remaining Trustee, to fill up the said vacancies, and that he had accordingly nominated Mr. John Harratt and Mr. George Nuttall, which nomination received the unanimous approbation of the Meeting.

The following individuals compose the Committee for the present year.—The Rev. John Armstrong, Rev. William Brown, Mr. John Whitaker, Mr. W. Steward, Mr. George Walker and Mr. Robert Hudson, Mr. H. White, Treasurer, and Mr. F. Hughes, Secretary.

Summary of Receipts and Expenditure of the British Friendly Society, for the year 1838.

EXPENDITURE.	
To Funeral expences.....	3 Rs.
— Relief of cases of indigence, &c.....	518
	545
RECEIPTS.	
By Balance in hand.....	222 7
— Amount of subscriptions received during the year.....	250
— Balance due the Treasurer.....	75 1
	545

The amount of the Permanent Fund, invested in the Saving's Bank, is \$2388, on which interest is due from the 1st January 1838, together with a balance of \$95 2½ due on the former year, to be applied to the purposes of the Society for the following year, and from which the account for medicines for 1838 has to be discharged.

Buenos Ayres, December 31, 1838.
WILLIAM BROWN, Treasurer.
Published by order,
Frederic Hughes, Secretary.

Advertisements.

Hayes and Garrett, TAILORS.

Leto in the employ of Mr. Coyle. RESPECTFULLY inform their friends and the public in general, that they have commenced the above business at No. 21, Calle de la Piedad, where by superior workmanship and steady attention, they hope to merit a share of the patronage of a generous public.

January 31st, 1839.

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 package, at Anderson, Weller & Co's. Store,

SEA KALE.

NEWLY Gathered seed of Sea Kale, (Crambe Maritima), may be had 3 dollars the packet, of Mr. Steadman, opposite the Cathedral.

East India Silk Handkerchiefs.

SELLING at Mr. Hayton's Store, No. 68, Calle de la Piedad, large (white) India silk handkerchiefs, agreeable either for the pocket or cravat, at a moderate price. 27 3/4

REMOVED.

P. ROSENBLAD, Tailor, returns thanks to his friends and the public in general, for their liberal patronage, and begs leave to inform them that he has removed his shop from No. 9, Calle de la Paz, to No. 64, Piedad, the same previously occupied by Mr. Coyle.

FOR SALE.

THE Retiro Garden, No. 300, Calle de la Esmeralda. Apply to the Proprietor, No. 11, Calle del 25 de Mayo.

MISS MILES,

Milliner and Dress Maker.

IN acknowledging the favours she has received from the ladies of Buenos Ayres, begs leave to request, that she has removed from No. 58, to No. 48, Calle de Corrientes, opposite her former residence, where she hopes by continuing the greatest punctuality to merit their future patronage and support.

MERCHANT VESSELS

In the Port of Buenos Ayres, on 7th of February, 1839.

NONE.

FOREIGN VESSELS OF WAR.

- FRENCH. Corvete Aranda, 32 guns, Captain Da Haut Gilly, with Commodore's broad pennant. Corvete Sapho, 28 guns, Captain Pierre Joseph Thibault. Brig Alerte, 22 guns, Captain Charles Olivier. Schooner Ana, 4 guns. Schooner Forté, 4 guns.

BRITISH. Ship Acton, 20 guns, Captain Robert Russell.

AMERICAN. Brigantine Dolphin, 12 guns, Lieut. Hugh Y. Purvisance, Commander.

MARINE LIST.

Port of Buenos Ayres.

February 2.—Wind E.

No arrivals or sailings.

February 3.—Wind S. shifted to E. in the evening.

No arrivals or sailings.

February 4.—Wind N. shifted at 2 P. M. to E.

with slight rain and hail.

No arrivals or sailings.

February 5.—Wind S. W. shifted to S. E. at night

Arrived, (at night), French brig of war Alorto, 23 guns, Captain Charles Olivier, from a cruise.

Sailed, Oriental packet schooner Relampago, despatched by Vicente Rosa, for Montevideo.

February 6.—Wind S. shifted in the evening to E.

Arrived, French schooners of war Forte and Ana, from a cruise.

February 7.—Wind N. shifted to E. in the afternoon.

Arrived, Oriental packet schooner Rosa, Juan Bautista Schiaffino, from Montevideo 6th inst., to Carlos Galcano.

February 8.—Wind N. N. W.

No arrivals.

Sailed, Oriental packet schooner Rosa, Juan Bautista Schiaffino, for Montevideo.

Shipping Memoranda.

ARRIVED AT MONTEVIDEO.

- 25th ult., Danish brig Catharine, Anderson, from St. Ubes 9th December, with 385 mtoys sail, to Kieck.
- 25th, H. B. M.'s ship Stag, 46 guns, Capt. Sullivan, from Rio Janeiro and Santa Catalina 14 days.
- 26th, French brig Beauger, Demoly, from Rio Janeiro 7th ult., Santa Catalina 20th.
- British brig Helen Anderson, Andrew Anderson, from Rio Janeiro 16th ult., in ballast.
- 2nd inst., Spanish brig Amelia, from Rio Janeiro 20th ult., Zuzuman and Tremsa.
- 3rd, Brazilian schooner brig Principe Agusto, from Rio Janeiro, to Costa.
- American barque John S-ymour, from Boston 14th October, Rio Janeiro 21st ult., with lumber.
- Brazilian brig Feliz Anderson, from Bahia 15th ult., to Bujaoro.

SAILED FROM MONTEVIDEO.

- 20th ult., H. B. M.'s packet Cockatrice, for Rio Janeiro.

ARGENTINE THEATRE.

On 27th ult., was performed for the benefit of Señora M. de la P. Gonzalez, *Miguel y Cristina* and other entertainments. House thin.

On 2nd inst., for the benefit of the prompter Señor M. A. Cordova, a three act comedy called *Soliman II.* The plot is the same as the English piece of "the Sultan." Doña Manuela on this occasion played Roxalana, and in a very pretty manner. The poor Sultan found no mercy in her hands. She knew he adored her, and she made him commit various foolish actions common to men in love.

Strengthening the weak, strapping on the strong." It was useless for the Sultan to threaten Roxalana—she only laughed at him, you love me, said she, and cannot help yourself—you call me your slave—I know you to be mine.

Señor Cordova here had his part very amusing, particularly his affected humor when Roxalana ordered him to drink wine—"Oh Mahomet, (said he) shut your eyes and close the Koran, while I commit this great sin."

The farce of *El Difras* *restropo* followed. The house was well attended.

On 3rd, *Odio á las mugeres*, and the two act pieces.

We were not present.

VICTORIA THEATRE.

On 27th ult., was performed for the benefit of the leader of the orchestra of this Theatre, *El amigo varón*, and a variety of instrumental performances.

We regret that we were unable to attend, and trust the *beneficencia* had a good house.

On 31st, Señora Coton took a farewell benefit, dedicated to her pupils in the art of dancing, on which occasion was performed the drama of *El mendigo de Erbestein*, of which however we only saw one act. A "pas secul" was danced by the *beneficencia*. Señoras Coton and Vilarino, and the Señoras Coton and Rossi, danced in the boleros *El Tripiti*, and the two ladies afterwards in *La Gaita Gallega*. The latter was encored.

There was also a one act piece called *Un Primo*, in which a foolish youth was tricked into the renouncement of his intended wife, who by this trick fell into better hands.

The house was tolerably well attended. In the boxes we observed Mr. Mandeville, Captain Russell of H. B. M.'s ship Acton, some of his officers, Dr. Lepper, &c. &c.

On 2nd inst., *Los Comerciantes*, the melodrama of *El negro sensible* and a farce.

We were at the other house.

On 3rd, a play and a farce. We did not attend.

MEJOR THEATRE.

We dropped in at this Theatre on Thursday evening, to see an exhibition of tumbling, &c., and the first appearance on any stage of a phenomenon in the art of tumbling, in the shape of a pretty girl 12 years of age, whose name we cannot at present mention. The initials however are F. M. She certainly has talent in her way, and would have elicited applause even from "Manager Crummies," of "Nicholas Nickleby" notoriety.

An African dance was performed, in which the *Piccola Inglesa*, (English horripole), *Montenegro* and *Melina Costa* were introduced with considerable effect. The performers in this ballet exhibited the phenomena of having black faces and white hands. They danced the minuets most gracefully. Manuela and Catalina exerted themselves both in the dance and in tumbling.

The audience consisted of about 50 persons, producing at 2 dollars each one hundred dollars, which at the exchange of 4d. is £117.6 sterling money. The manager however stoned we'll satisfied, as his expenses for band, (3 violinists) lights and all—were something under that sum.

At the end, the Stage Manager announced an exhibition for the ensuing evening, in which the performances he said would be *very different*.

The Minor Theatre will be open to-morrow evening, for the same description of performances.

The Theatre in question is in the Calle del 25 de Mayo, No. 11, (formerly an hotel,) the sala of which is fitted up for representations. There is a "bar" which on performance nights must be a profitable concern.

The Theatres will be open on the three evenings of Carnival. On Tuesday they close for the season—to re-open at Easter.

Carnival commences to-morrow. The decree of 8th July, 1836, relative to the manner in which it is to be observed, was published during the week in the daily papers.

Would that the miserable amusement was entirely done away with.

THE WEATHER, this week has been cool compared with the two preceding ones, thermometer 75 to 85.

BATHING.—The bathers in the river have been tolerably numerous this week, at least of the male sex. The ladies have not attended in great numbers.

A swarm of locusts flew over the town on Tuesday afternoon last. They took a northerly direction.

H. B. M.'s ship Acton, exercised great guns on 29th ult., in the outer roads by firing at a mark.

Saturday last, "Candelmas Day," was kept as a club holiday in Buenos Ayres. In the morning the regiment "Cuzco Argentina," (with their band) were drawn up in front of the Church of Nuestra Señora de las Mercedes, and fired several volleys.

The fine weather on Saturday and Sunday, attracted numerous equestrians of both sexes to the suburban villages, and the Alameda, Retiro, &c., had their usual portion of visitors.

There was a cricket match on Saturday, which afforded we are told infinite amusement.

The amount of the "Funded Debt" of this Province, in circulation as contained in the statement published on 26th December, 1838, is as follows—

	Dollars.
4 per cents.....	1,268,250 2½
6 per cents.....	23,296,202 2½
The creation of the above-mentioned 4 and 6 per cent stock, took place on 30th October, 1821; 23rd December, 1823; 10th November, 1824; 14th December, 1825; 29th September, 1827; 21st February, 1831; 10th March and 18th November, 1834; and 30th January, 1837.	

By an accidental omission, the communication in our last answer to that Thomas Jackson, appeared without a signature, which should have been—*Robert de Billinghurst*.

Married.

On the 3rd inst., at the British Episcopal Church, Mr. JOHN CLARK, a native of Yorkshire, to Miss A. M. WHTAKER, a native of London, eldest daughter of Mr. John Whitaker, of this City.

Advertisement.

Cognac Brandy.

Of a superior quality, in half pions and smaller quantities, for sale at No. 42, Calle de la Federación (Plata).

PRICES CURRENT.

Doublons, Spanish.....	350	dollars each.
Do. Patriot.....	248	do.
Plata macuquina.....	18	131 do. far one
Dollars, Spanish.....	141	do. each.
Do Patriot and Patascones.....	14	141 do. do.
Six per cent Stock.....	49	50 per ct. do.
Bank Shares.....	50	do. per do.
Exchange on England.....	41	pence per do.
Do. Rio Janeiro.....	450	do.
Do. Montevideo.....	151	do. per patacones
Do. United States.....	12	per U. S. dollar
Midos, Or, best.....	26	37 1/2 ls. per ash.
Do. country.....	29	32 do. do.
Do. weighing 23 to 24lbs.....	31	32 do. do.
Do. skinned.....	28	29 do. do.
Do. Horn.....	11	12 do. each.
Nutria Skins.....	31	31 do. per lb.
Chaneelli Skins.....	45	50 do. per dozen
Wool, common.....	9	12 do. per arro
Sheep skins per dozen.....	18	29 per arro
Calf skins per dozen.....	28	29
Deer skins per dozen.....	11	12
Hair, long.....	60	65 do. per arro
Do. mixed.....	32	35 do. do.
Jerked Beef.....	45	18 do. quintal.
Tallow, melted.....	14	15 do. per arro
Horn, salt.....	150	300 per mt.
Flour, (North American).....	a none	
Salt, on board.....	a none	per cr. month
Discount.....	71	31 per ct. per month

The highest price of Doublons during the week, 250 Dollars. The lowest price 240 Dollars.

The highest rate of Exchange upon England during the week 4½ pence. The lowest ditto 4½ pence.

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