

British Packet



AND

ARGENTINE NEWS.

N^o. 653.]

BURNOS AYRES. SATURDAY, FEBRUARY 23, 1839.

[Vol. XIII.]

BUENOS AYRES.

We are still without a mail from Chili. We learn, however, from private resources, that nothing particular had occurred in regard to the war with General Santa Cruz up to the middle of last month. The visit of the British Consul General in Lima, to the Chilean Commander-in-Chief at Ancon, had led to no favourable results, the latter having proceeded with the expedition to Huailas, with the intention of pursuing a similar plan of campaign to that which was so successfully followed in the war of Independence.

Operations of the French blockading vessels.

16th inst. Lights were displayed last night by the blockading vessels, probably as a guide and signal to three of their launches, which were cruising, and which returned to the outer roads this morning. The blockaders "beef boat" and one of their launches sailed for Colonia, and their armed boat *Atrevido* arrived.

17th. The *Atrevido* and three French launches sailed during the last night on a cruise. A balandra arrived in the outer roads from Montevideo, by permission of the French Admiral Leblanc, to convey a family and their effects hence to Mercedes.

18th. The balandra which the blockaders captured on 15th inst., sailed for Colonia. One of their armed whale boats was cruising to day.

19th. The French armed cutter *Tupac Amaru*, arrived from the northward.

20th. French launches cruising off *las Conchas* and its vicinity.

21st. Nothing new.

22nd. The following craft appertaining to the blockaders, arrived to day from the northward, schooner of war *Ana*, armed boat *Atrevido*, 4 armed launches, an armed whale boat and the "beef boat." The latter from Colonia. Two whale boats sailed hence at 11 A. M., and were unsuccessfully pursued by two French launches. Two launches sailed to the N. at 6 A. M.

The French frigate *Bonite*, whose arrival at Montevideo was noticed in our last, has on board (so it is said) 150 ship carpenters, for the purpose of putting together, and keeping in order, the posse of boats she brought from France.

A correspondent informs us that the blockaders openly express their desire to foment emigration from Buenos Ayres, and give every facility thereto, allowing egress to any thing leaving this, and vessels to come hither from Montevideo, to remove families, furniture, &c.

As it regards ingress *c'est tout autre chose*. This day (23rd inst.) completes the 333rd day of the blockade.

Foreign vessels of war now in the River Plate.

FRENCH.

Frigates—*Minerve*, 64 guns, Rear Admiral Leblanc; *Bonite*, 36, *Ariadne*, 32, and *Sapho*, 28 guns.

Corvettes—*Camille*, 20 guns, *Expeditif*, *Indienne* and *Perie*, 18 guns each.

Brigs—*Alerte*, 22 guns, *Bordelaise*, *Lutin* and *Sylphe*, 8 guns each.

Brigantine *Vigilante*, 4 guns.

Schooners—*Forte*, *Eclair*, *Ana* and *Primorosa*, 4 guns each.

Cutter *Tupac Amaru*, 4 guns.

In all 18 vessels, besides numerous armed launches, boats, &c.

BRITISH.

Frigates—*Stag*, 64 guns, Commodore Thomas B. Sullivan; and *Acteon*, 26 guns, Captain Robert Russell.

Sloop *Orestes*, 18 guns, Commander Peter S. Hambly.

The *Stag* is about to sail for Rio Janeiro.

UNITED STATES.

Frigate *Independence*, 64 guns, Commodore Nicholson.

Sloop *Fairfield*, 24 guns, Lieut. Alexander Siddell Mackenzie, Commander.

Brigantine *Dolphin*, 12 guns, Lieut. Hugh Y. Porviance, Commander.

The *Dolphin* is about to sail for the United States.

BRAZILIAN.

Corvette *Bertioga*, 24 guns, Captain L. Correa de Mello.

The religious processions usual to the period of Lent, commenced on Saturday evening last. A procession left the Church of Santo Domingo on that evening, and after proceeding through the neighbouring streets returned to the Church.

Similar processions will take place every Saturday evening during Lent, from that Church, and daily sermons delivered at one or other of the Churches of this city.

Yesterday being the anniversary of the birth day of Washington, the United States ship *Fairfield*, fired a salute of 21 guns at mid-day. The blockading squadron also noticed the day by hoisting the French Jack on the bowsprit, and by a salute of 21 guns from the *Ariadne*. Bands of music serenaded at various houses in this city during the day.

We have been favoured with "the Hampshire Telegraph" of 19th December. Its leading article notices the French King's speech at the opening of the Chambers. The speech anticipates the speedy termination of the differences with South America, and concludes according to the Hampshire Telegraph "with a pleasing sketch of the growing prosperity of the country, carefully avoiding any explanation of the fearful decline which has lately been observed in the export trade of France. On the whole the address of Louis Philip to his Chambers may be regarded as vague and indifferent, as royal speeches generally are, with the exception of that part which so palpably manifests his intention of maintaining, as far as he can, the repose of Europe."

"The British Navy and the Alarmists."

Under this head "the Devonport Telegraph" contains a long article in answer to the alarmists, from which we can at present only make the following extract—

"With rational and practical men, the question is not as it would be inferred from Mr. Canning's declaration in 1836, whether Great Britain ought to have a naval force in every sea superior to all other maritime states, for that would be entailing a heavy and altogether unnecessary burden upon the people. Where is the necessity of sending 15 sail of the line into the Euxine and 20 to the Baltic? Must we dispatch 20 additional sail of the line to America and the Mediterranean, because the United States, Egypt, and Turkey have so many in those seas? And yet the doctrines

taught by the alarmists amount to nothing less. They want England to bully the whole world; and those who hint at the expences are laughed at as "miserable creatures," "frozen hearted economists," &c. We do not want war establishments in time of peace. A great nation can afford to place some reliance on the influence of her name—to trust something to the weight of her former glories, and the wholesome respect they inspire. Besides, are existing treaties solemnly ratified worth nothing? It is likely that such treaties should be broken with impunity and at a day's notice? Is there any nation on the face of the earth that dare thus awaken the wrath of Britain? We confidently answer no. Neither wisdom nor good policy calls for aggressive demonstrations from a country like England, which need not fear that other nations will be anxious to pick a quarrel with her. The secret of her prosperity is in the arts of peace, not in the plunder of war. Her insular situation relieves her from a great portion of that jealousy which renders standing armies and continued military demonstrations so necessary to the stability of continental nations.

"Let us now refer to the grossly exaggerated statements which have been put forth respecting the naval force of other powers, merely premising that we make no assertions that we are not prepared to prove by reference to public documents or other satisfactory evidence.

"First, then, we are told that the French navy exceeds our own in numbers and strength. What is the fact? France has forty-nine sail-of-the-line, including all that are in commission, building, ordered to be built, or are mere hulks. England has eighty good line-of-battle ships in a more or less servicable state, besides hulks, receiving ships, coal depôts, &c. Of these eighteen are first rates, carrying from 104 to 120 guns; and twenty second rates, of from 80 to 92 guns. Again, we find it stated that the French ships are nearly all new, when the fact is, that only four sail-of-the-line have been launched from the French arsenals since 1830, a period of eight years, while no less than 30 of our ships have never been to sea since they were launched. Further, instead of 22 sail-of-the-line in commission, as stated by Mr. Urquhart and re-echoed by the alarmists of the press, France has only 11 in commission—England has 21. Nor has France increased her navy since the war, for in 1816 she had 72 sail-of-the-line, while at present she has only 49, 12 of which are building, and a great majority of the remainder would require repairs before going to sea. As to the United States, it is seriously affirmed in some of the journals, that the American navy exceeds our own, though 12 sail-of-the-line are all they possess, including those building on the stocks, and decayed hulks, and the federal government has only two sail-of-the-line in commission. With respect to Russia, her fleet in the Black Sea, which last year was composed of 12 sail-of-the-line, since reduced by storms of last summer to 9, must be accounted as nothing while Turkey has the command of the Dardanelles, and continues her friendly relations with England. Her Baltic fleet two years since mustered 28 sail-of-the-line; but it is well known that many of these are crazy ships, utterly unfit to leave the Baltic; and it may be safely said that 15 sail-of-the-line are as many as Russia could trust on a voyage into the Channel, for if ever so quixotic, she could not leave her own coast altogether unprotected. And is England, which the world could not bow, to be frightened at the idea of 15 Russian line-of-battle ships making their appearance on our shores? Our tars would soon give a good account of them."

BRITISH NAVY.

It seems that now at the eleventh hour, the most intense anxiety prevails at home respecting the state of the British Navy. "The Times," in its number of 30th November, has a long article upon the subject, part of which says—

"Other subjects have interposed to suspend our attention to this first of all national questions—the condition of our naval force; and it is one from which we should, under present circumstances, be too happy to avert our eyes if practicable, but we dare not; the enemy is upon us. Not many years ago, when Mr. CANNING was in office, an inquiry was made of that statesman in Parliament as to the naval force which England had *at sea*, compared with that of other maritime nations, and the prompt and emphatic answer of the right hon. gentleman was this—"I can assure the House, that wherever there is a squadron of foreign men-of-war stationed, Great Britain has on the same spot a superior force to theirs." This was the answer of one who had read the history of England to some useful purpose, who had taught himself wherein it was that the real power and authority of England consisted—by what means it was that her substantial influence over the action of other states could be maintained, and what was the species of *economical* foresight by which her policy ought to be directed. That was a memorable answer of Mr. CANNING, who clung to the British navy and cherished it, whose bosom was inspired by the love of it, and whose genius rioted in the celebration of its beauties and its glories."

A letter has been published dated London October 29th, 1838, addressed to the Duke of Wellington, signed "A flag officer of Her Majesty's fleet," from which the following are extracts—

"To every considerate person, who is competent to form an opinion on the subject, the extraordinary apathy and blindness of the people of England with regard to its present critical situation must be a cause of surprise.—Scarcely any one gives a serious thought to more than our domestic concerns. The Church—Tithes—Poor Laws—Railroads—Ireland!—Our Parliament is chiefly engrossed in these and other home matters and in the squabbles arising out of them; and party spirit runs so high, that although there have been sufficient indications of war (preparations for war with this country manifested by Russia and other nations for a length of time), the important subject of our foreign relations, and inquiries into the state of the country's defences against a foreign enemy, are turned away from with impatience, as interruptions with which even legislators have nothing to do. In the House of Commons Lord Palmerston's assurances that our foreign affairs are all going on very well; and the Secretary of the Admiralty's assertions, that "England is prepared whenever, or from wherever, any enemy may come to attack her"—that she has a sufficiently strong navy ready for any emergency, lull that house and all the country into a feeling of safety and security; and those deceitful sedatives are applied to the nation, while actually an overpowering enemy may be said to be at her doors. * * * * *

"But all nations speak peace! Is it for peace that Russia has, in addition to her increasing armies, assembled and organized fleets in the Baltic and Black Seas, amounting to about 45 heavy ships of the line, and 40 frigates (some of them equal to line-of-battle ships), their state of preparation in the summer months being such, that the large Baltic fleet could be upon our shores in so short a space of time that we could not, by any possible means, be prepared to receive it? Had Captain Craufurd's observations in his pamphlet, written two years ago, been attended to, England would have been in a different position to that she occupies at present. Well are the feelings of this patriotic officer expressed in the following sentence:—"It was a strange feeling that came over me, as an Englishman and an officer in the British navy, on finding myself at sea with 26 Russian line-of-battle ships, with nearly 30,000 men, better soldiers than they are sailors, and four months' provisions on board; knowing, as I did, that for the protection of the coasts of my own country, of our ports, of our mercantile shipping in the Baltic, the North Sea, and the Channel, we had but seven line-of-battle

ships in a state of preparation, and those, I believe, not fully manned. I confess that, confident as I felt in the superior skill and activity of my countrymen, I almost trembled for the preservation of their ancient sovereignty of the seas.' Peaceable Russia! Having a most crippled Turkey, carrying on a murderous war with the brave Circassians, and going on straight to India, without commerce, or a single colony, and as to the defence of her own empire, being almost invulnerable, yet with a powerful and expensive fleet, every year increasing, ready for battle in a moment, and four months' provisions on board.

"Is it for peace that France has completely outbuilt us in her navy, and not only produced a fleet of the largest ships (being superior to most of ours), but, what is even of greater importance, she has adopted a method, by a registration of all her seamen, of manning it in a very short period? Is it with peaceable intentions towards England that France has established the blockades of Mexico and Buenos Ayres (two of the most unjust acts, contrary to the law of nations and of war, that a nation has ever been guilty of, especially towards young and unformed governments with which she is not at war, and to which, as a great nation, France should, surely, have been lenient); and which blockades, being most injurious to commercial countries with which she is at peace and a peculiar stab to our commerce, would formerly have been disallowed by England, because she would have had a sufficient naval force to assert her rights, and the just rights of other nations everywhere, and would have kept up squadrons equal or as superior to those of other Powers as they are now inferior. England would have remonstrated with France upon the injury done to her commerce, and the injustice of those proceedings which she now sanctions; and France would not have attempted to continue such blockades. Whatever our representations may be, they are evidently treated with contumely or indifference. Is it to preserve peace with England that French ships of war are to be found nearly everywhere on the ocean, while France has not one quarter of the trade to protect which England has?—that a French frigate lately entered Sydney, in New South Wales, and reported that she was one of four frigates employed in that part of the South Seas for the protection of their unmolested whalers? Or is it not—what will be obvious to every one of common understanding—that France having gotten before us greatly in the force and construction of her navy (while England has been asleep), is now aiming likewise to be before us in seamanship and practice? And is it not, therefore, another part of her plan to make pretence for keeping as many ships as she can at sea? King Louis Philippe cares not for expense in such an important matter, and therefore he sends a fleet of 22 ships of war (frigates, bomb-vessels, &c.) to bombard a friendly power for a debt of 120,000*l.*, in order to have the seamen of those ships well exercised for war.

"But is France meaning to have a footing in Mexico? for she has, in fact, quietly taken to herself the right to 'rule the sea,' which England has passively yielded to her; if therefore the unhappy Mexicans cannot resist this magnanimous nation, they may have to pay to the French the expense of the expedition, and be ruined besides. This England might have prevented, without going to war, if our Minister at Vera Cruz had been supported by a respectable naval force.

"The United States has a navy such as she never had before; her ships are of prodigious strength. Those called 74's mount from 90 to 146 guns, of the heaviest metal, the complement of the smallest 1,000 men. Those called frigates, of 44 guns, generally carry 60 32-pounders. Those called sloops, of 18 guns, 24 long 24-pounders, the complement 250 men. The Delaware, a 74, mounts 100 guns, 42 and 32-pounders; her lower gun-deck is only one foot shorter than that of our Britannia, of 120 guns; and she threw more shot at one discharge of her guns than the Britannia, when Sir Pulteney Malcolm's flag was flying in her, by 600 weight.

The letter (which is of great length) also speaks of our "Liliputian squadrons on various stations, made up chiefly of donkey frigates and smaller craft."

From "the Times" of 24th November.

ROYAL NAVY.—On Thursday the walls of the

city and its environs were covered with placards, advertising for able-bodied seamen, petty officers, and stout boys, to join Her Majesty's naval service; period of servitude five years. Among others, the following inducements were held out to enter the service:—Wages for able-bodied men 3*s.* per month, to continue without deduction in sickness or health, during leave of absence, shipwreck, or capture; allotment of wages paid to wife or family punctually; good conduct leading to petty officers; rations, with pay, exceeding 30*l.* per annum; a liberal allowance of provisions, grog, cocoa, tea, &c.; bounty paid to men in actual service; admission to Greenwich Hospital for wounds or service, letters free of postage, liberty to exercise trade or calling in every corporate town, their children eligible to Greenwich Hospital School, a months' pay in advance for pocket money.

Continuation of extracts from Letters on Paraguay, by J. P. and W. P. Robertson.

(W. P. R. resumes.)

My brother has informed you that three months after my arrival at Assumption, he took his departure for Buenos Ayres.

I was now on a footing of greater or less intimacy with all the principal families and personages of the city and its vicinity. I appeared to be a welcome guest wherever I chose to visit. All jealousies of our mercantile character and operations had disappeared; and, indeed, so far from any feeling of that kind showing itself, the kind-hearted inhabitants, by innumerable little acts of personal attention or courtesy, showed an evident desire to render agreeable to me my residence in the country.

As I intended to remain for a few years at Assumption, I sedulously cultivated, on my part, a kind and frank intercourse with all,—old Spaniards as well as Paraguayans; and by continuing in my dealings the liberality which my brother had always kept up in his, I repaid, as far as I could, the cordiality with which I was everywhere received.

There were two or three very agreeable families in the place, and some really well-informed men, with whom I got something more intimate than with the mass. At the same time, the political surveillance which now every day penetrated more and more into the very bosom of domestic life, made it absolutely necessary, that my intercourse with those about me should be of a general and open kind; such as to leave no room for suspicion that I mixed myself up, in the remotest way, with the fears and the jealousies, which were already entertained in many quarters, of the now all-powerful Doctor Francia.

This extraordinary man had been, from the very day of my arrival, the object of greatest interest to me, even in a place so full of interest to a stranger as was Paraguay. I had come straight from England, where an ancient monarchy is firmly established, to a country professing the purest republicanism. But the moment I began to look into Francia's government, many of my illusions about South American liberty were dispelled.

With this despotic chief I was suddenly brought into terms of intimacy; my fortunes, to a certain extent, were to be placed in his hands; and, without compromising my own character, I was so to guide and govern my conduct, as to maintain the good-will, if not to win the favour, of the all-powerful consul.

I gradually fell into the same sort of intimacy with him which he had extended to my brother. It was a remarkable circumstance, that during our whole stay at Assumption, we never could perceive that he allowed the least approach to familiarity on the part of any other respectable individual. Indeed I am sure he had (at that period) no intimacy but with ourselves I never, in all my intercourse with him, met at his house a third party who was admitted to a *seal*, or to join in our conversation. Any interruption to our *tête à tête* was casual. The Consul invited nobody merely to visit him (as far as I could learn) during my stay, except myself.

My own peculiar position, therefore, even more than simple curiosity, led me to investigate Francia's character as closely as I could. His public acts were before me; but I wanted, as much as possible, to get at the springs of action,—the impulses, passions, or principles by which he was guided,—a knowledge of which could alone enable me to form a just or correct

estimate of the man who, it became clearer to us, day by day, was about to exercise whatever influence he pleased over the destinies of every soul in Paraguay.

Francia's father, as alleged by himself, was a Frenchman; but generally believed to be a Portuguese, who, having emigrated to Brazil, had gone to the interior and ultimately settled in the Misiones of Paraguay. Here he married a creole, by whom he had a pretty large family. José Gaspar was his first son, and was born about the year 1758.

Young Francia was originally intended for the church, and he received the rudiments of his education at one of the different conventual schools of Assumption. Thence he was sent to the University of Cordova de Tucuman. Having no taste however for theology, he turned, at college, to jurisprudence, and took his degree of Doctor in the faculty of law with great eclat.

Returning to Assumption, which he never thenceforward left, he entered on his profession; and as an acute lawyer and eloquent advocate he soon stood alone. His fearless integrity gained him the respect of all parties. He never would defend an unjust cause; while he was ever ready to take the part of the poor and weak, against the rich and the strong.

But his manners were generally, and especially to his own countrymen, distant and haughty; his studies were incessant; and general society he shunned. He never married; his illicit intrigues were both low and heartless; his ill friends; he looked with cold contempt on every one around him; and he thus gradually grew into that austerity of habit and inflexibility of character which so strongly marked his career in after-life.

Francia was vindictive, cruel, and relentless. These were the detestable but leading qualities of his character. But he not only never forgave an injury, real or supposed,—he gradually marked out all those whom he believed, in his own mind, to be secretly opposed to his tyranny, as his victims; and whenever these were doomed in the gloomy recesses of his jealous and suspicious heart, their destruction, sooner or later, invariably followed.

In saying this, I am anticipating the career of Francia. As you have already been told, he began to exercise his cruelty cautiously, step by step; imperceptibly almost as regarded the degrees of increasing severity by which that cruelty was marked. Up to the time of my leaving Paraguay, although Francia had then been Dictator for a whole year, he had not put one individual to death.

But he was, as I have said, vindictive, cruel, relentless, from the very commencement of his career. Two or three anecdotes of the earlier part of it will fully illustrate the truth of this assertion.

Many years before Francia became a public man, he quarrelled with his father, though I believe the latter was in the wrong. They spoke not, met not for years; at length the father was laid on his death-bed, and before rendering up his great and final account, he earnestly desired to be at peace with his son José Gaspar. This was intimated to the latter, but he refused the proffered reconciliation. The old man's illness was increased by the obduracy of his son, and indeed he showed a horror of quitting the world without mutual forgiveness taking place. He conceived his soul to be endangered by remaining at enmity with his first born. Again, a few hours before he breathed his last, he got some of Francia's relatives to go to him, and implore him to receive the dying benediction of his father. He refused: they told him his father believed his soul could not reach heaven unless it departed in peace with his son. Human nature shudders at the final answer which that son returned:—"Then tell my father that I care not if his soul descend to hell." The old man died almost raving, and calling for his son José Gaspar.

Soon after Francia became Dictator, as, on his accustomed ride to the Quartel, or barrack outside the town, he passed the door of an old Spaniard, Don José Carisimo, his horse stumbled slightly on crossing a gutter which was somewhat out of repair. The Dictator sent word to Carisimo to have it put to rights; but by some accident the repair was not finished next afternoon, when Francia again passed. The moment he got to the barrack, he ordered Carisimo, who, though not rich, was a very respectable old

gentleman, to be thrown into the common prison, and put in heavy irons, from which he was told he would be released when he paid a fine of ten thousand dollars, or two thousand pounds! Carisimo had not the money, and his family hoped that ere long the Dictator, seeing the offence was so trifling, would relent. They knew not as yet the man. Old Carisimo was corpulent, and the irons which he wore pressed into his flesh. The fact was reported to Francia. "Then," said he, "let him purchase larger ones for himself;" and accordingly the wretched wife of the prisoner was left to perform the sad office of ordering her husband's fetters. The ten thousand dollars were ultimately raised by Carisimo's friends and paid to Francia, and the prisoner was then set a liberty.

The owner of the house in which we lived, Don Pascual Echagüe, was a native of Santa Fe, but married to a Paraguayan lady of good family, and settled in Assumption. A pasquin on the Dictator was found one morning, stuck on the wall of the house in which our landlord resided with his family. To suppose that Echagüe himself had stuck it there was monstrous and absurd. Yet that day he was thrown into prison and into chains. His unhappy wife, after her husband had languished in solitary confinement for some months, contrived to get an interview with the Dictator. She threw herself at his feet. Her tears and her sobs choked her utterance. "Woman," said the stern and immovable tyrant, "what do you want here?" "Oh my husband! my husband!" was all that the unhappy lady could articulate. Francia then turned to his guard,—"Order," he said, "another barra de grillos (heavy fetter) to be placed on Echagüe, and an additional one every time that this mad woman dares to approach me." The wretched husband, like many other victims, died in his prison, and in his chains.

Francia's word was a law more irrevocable than were ever the laws of the Medes and the Persians.

A shipwright of the name of Soloaga, a Buenos Ayrean, was busily engaged in building a small vessel for me. One evening, as I was examining the work going forward, an order from the Dictator came to Soloaga to lock out for some half-dozen of planks, wanted for I don't know what government job. "I can do it in the morning," said Soloaga to me, for he was much interested at the moment in showing me all the fine points of the vessel. I recommended him to fulfil the Dictator's order on the instant, but he delayed.

Next morning early he was called up by the Dictator, and asked if he had picked out the wood wanted. Soloaga was just on his way, he said, to do it. "Sir," said the Dictator impatiently, "you are a useless member of society here, for you do not serve the *Patria*. Leave it therefore within twenty-four hours." The man had been married and established in the country for years, and was carrying on an extensive business. "Señor Exccientísimo," he began; but Francia stamped his foot, and sternly added, "Leave the Republic within twenty-four hours, and quit my presence this moment."—"Wife, children, work, property, all were abandoned; and in twenty-four hours Soloaga was on his way to Corrientes, never to return to Paraguay.

These domestic incidents will perhaps convey to you more distinctly than mere abstract delineation could do, the cruel, callous, pitiless nature of the man. His ambition was as unbounded as his cruelty. His natural talents were of a higher class than those which had been displayed by any one of his countrymen in either a public or private capacity. His education was the best which South America afforded; and he had much improved that education by his own desire to increase his general attainments. He possessed an exact knowledge of the character of the people of Paraguay. He

knew them to be docile, simple, and ignorant, easily guided to good or to evil, and without moral or physical courage to resist oppression. He was sagacious, astute, patient, and persevering. No moral or religious principle was allowed to stand between him and his plans; his end was absolute imperious sway; and in using his means for attaining it, he was prepared to view the commission of crime without fear, and to inflict every suffering which human nature could endure without pity and without remorse.

These were the elemental parts of the character of the governor and of the governed; and by these have been upheld, for twenty-five years, the extraordinary tyranny under which, during all that time, Paraguay has groaned.

Yours, &c.

W. P. R.

TO THE PUBLIC.

The necessity of repairing a portion of the Church of Santo Domingo, has long been felt, but the penury of the establishment has prevented its taking place. The *bovedas* are now so delapidated as to render an appeal to the public for the means to remedy the defect absolutely unavoidable.

At the door of the said Church, will be placed until 11 o'clock every morning during Lent, a table, at which will preside one of the Major *Domos*, for the purpose of receiving donations for the object in question, however small they may be.

Buenos Ayres, February 13, 1839.

The Reverend Edward S. Phelps, Chaplain of H. B. M's ship *Stag*, preached two sermons at the British Episcopalian Church on Sunday last, viz:—one in the morning and one in the afternoon. The congregation in the morning was very numerous.

The Alameda, Retiro, &c., were well attended on Sunday last, and the equestrians of both sexes numerous.

Advertisements.

ON SALE.

Calle de la Piedad, No. 140.

OLD Bottled Madeira Wine, in cases of three dozens each. 116 4

NOTICE.

OLD English bottled Port, Sherry of excellent flavour, Champaigne, Preserved Ginger, Black and Green Teas, Sugar Candy, &c. &c., are on sale by the package, at Anderson, Weller & Co's. Stores.

Cognac Brandy.

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

EDUCATION.

MR. ROOT, takes this opportunity of expressing his most grateful acknowledgments to those persons who have entrusted the tuition of their children to his care, and begs to inform them that he has removed his School to No. 166, Calle de Tucuman, where by strenuous and unceasing exertions in advancing the morality and education of his pupils, he hopes to merit a continuance of the patronage he received during the last year.

M. R., with the assistance of a respectable young gentleman, who is well acquainted with the English and Spanish languages, hopes to be able to give general satisfaction to those persons who may consign their children to his instruction.

MERCHANT VESSELS

In the Port of Buenos Ayres, on 21st of February, 1839.

NONE.

FOREIGN VESSELS OF WAR.

- FRENCH.** Corvette *Ariadne*, 32 guns, Captain Du Haut Cilly, with Commodore's broad pendant. Corvette *Sapho*, 28 guns, Captain Pierre Joseph Thibault. Brig *Alerte*, 22 guns, Captain Charles Olivier.
- BRITISH.** Packet schooner *Spider*, 6 guns, Lieut. John O'Reilly, Commander.
- AMERICAN.** Corvette *Fairfield*, 24 guns, Lieut. Alexander Siddell Mackenzie, Commander.



MARINE LIST.



Port of Buenos Ayres.

February 16.—Wind E.

No arrivals.
Sailed, Oriental packet schooner Relampago, for Montevideo.

February 17.—Wind S. S. E.

No arrivals or sailings.

February 18.—Wind E.

No arrivals or sailings.

February 19.—Wind E. strong.

No arrivals or sailings.

February 20.—Wind E. strong.

Arrived, United States corvette Fairfield, 24 guns, Lieut. Alexander Slidell Mackenzie, Commander, from Montevideo 19th inst.

February 21.—Wind N. E. shifted to E. in the afternoon.

No arrivals.

Sailed, Oriental brigantine Anita, Peter Smith, for Montevideo, with furniture, &c.

Passengers, Mr. Edward Lumb, lady and family, and Miss Ann Overton, Mr. Edmund Costello, Captain John Gard, &c.

H. B. M's packet schooner Spider, Lieut. John O'Reilly, Commander, for Montevideo and Rio Janeiro.

Passengers for Montevideo, Mrs. F. Delisle, Mrs. B. Frazier, child and servant, Señora Justina Nuñez, four children and three servants, Messrs. R. B. Hughes, F. A. Bornefield, W. C. Pressman and Alexander Gifford.

February 22.—Wind N.

Arrived, Oriental packet schooner Relampago, from Montevideo 21st inst., to Vicente Rosa.

Shipping Memoranda.

The January mail for the Brazils and River Platá, would be brought out either by the packet Hope or Swift.

Vessels on the berth at Liverpool on 14th December.
FOR MONTEVIDEO AND BUENOS AYRES.

Brig Lucretia, Captain William Briskett.
Barque Chalco, Captain Dickenson.
Brig Fame, Captain Whitley.

FOR VALPARAISO.

The Mary Scott, Captain William Scott.
The Octavia, Captain Bayfield.

FOR ARIKA, ISLAY AND LIMA.

The Abbots Reading, Captain White, to sail on 20th December.
The Georgina, Captain Hill, was to succeed the above.

ARRIVED AT FALMOUTH.

November 28th, H. B. M's packet Opossum, from Rio Janeiro 27th September, Bahia 12th October, Pernambuco 23rd do., with the mail forwarded hence 27th August, by H. B. M's packet Spider.

AT LONDON.

December 4th, British brig Eliza, from Montevideo 14th September.

AT LIVERPOOL.

December 8th, British brig John Scott, Robinson, from Montevideo 24th September.

AT CROOKHAVEN.

November 24th, British brig Fame, Whitley, from Montevideo 15th September.

AT MARSEILLES.

November 1st, American brig Laurence Copeland, from Montevideo August 4th.

AT GENOA.

November 1st, Sardinian brig Buen Padre, from Montevideo August 8th.

AT CADIZ.

October 29th, Spanish brig Pelicano, from Montevideo August 16th.

AT GIBRALTAR.

October 30th, ———— Ferdinando Rei de Ungearia, from Valparaiso.

AT HAVANA.

September 30th, Spanish brig Armonia, from Montevideo 7th July.

October 17th, Spanish brig Paquete Brillante, from Montevideo 14th August.

" 23rd, American brig Leander, from Montevideo 24th August.

AT RIO JANEIRO.

9th ult., H. B. M's ship Calliope, from Montevideo 16 days.

" H. B. M's packet schooner Spider, hence 15th December, Montevideo 18th do.

11th, Austrian brig Picolo Joachim, from Montevideo 22 days.

13th, Oriental brig Asilo de la Virtud, from Maldonado 27 days.

" Oriental polacre Amor Paternal, from Montevideo 20 days.

15th, Oriental brig Indio, from Montevideo 28 days.

18th, American brig Pioneer, Davis, from Montevideo 17 days.

19th, Brazilian brig Isabel, from Montevideo 22 days.

20th, Oriental zumaca Paraguay, from Montevideo 10 days.

21st, Sardinian polacre Siempre Viva, from Montevideo 12 days.

22nd, Sardinian palacre Virginia, from Montevideo 15 days.

28th, H. B. M's packet Ranger, from Falmouth 7th December, with the mails for the River Plate.

SAILED FROM RIO JANEIRO.

23rd ult., H. B. M's packet Sengul, with the mail forwarded hence 15th December, by H. B. M's packet Spider.

ARRIVED AT MONTEVIDEO.

11th inst., Oriental brig Monteiro, from Santos 30th ult., to Monteiro.

" French brigantine Veronica, from Marseilles 3rd December, to Duplessis.

" Sardinian brigantine Neptuno, from Genoa 28th October, to Capurro & Co.

" Oriental schooner Bella Manuela, from Puerto Alegre, to Duplessis.

" Oriental zumaca Sirene, from Rio Janeiro 27th ult., to Avegno & Co.

" British brig Plata, Carr, from Island Mayo 23rd December, with salt.

12th, Hamburg galleot Sirena, from Hamburg 20th November, to Bunge, Hutz & Co.

" Oriental polacre Concepcion, from Paragua 2nd inst., to Juan Nin.

13th, American brig Delta, Frances, from Ivica 5th December, with salt.

" Brazilian zumaca Societal, from Rio Janeiro 30th ult., to M. G. da Costa.

" Sardinian zumaca Concepcion, from Genoa 27th November.

14th, British barque John Cock, from Cape de Verdes 13th January, with salt and general cargo, to Parlane, M'Lean & Co.

" American brig Arcturus, from Cape de Verdes 8th January, with 170 moyos salt.

" Brazilian barque Sezoizina, from Rio Grande 9th inst., to M. G. da Costa.

" British barque Argentina, Kelso, from Liverpool 13th December, to Parlane & Co.

" Spanish brig Triunfo, from Rio Janeiro 3rd inst., to J. P. de Valle.

" Brazilian brig Joven Palmisense, from Santa Catalina 8th inst., to M. Veira.

" British brig George Bentinck, from Cadiz 8th November, with salt, to Edward de Yongh.

15th, Spanish schooner Doiores, from Algésiras 12th December, to J. Llavallol.

BATHING.—The bathers in the river have been few during the week. The bathing season has nearly closed.

THE WEATHER, has been generally fine throughout the week, and at times somewhat cool for the season, thermometer 72 to 82.

If the French crack their jokes upon us and our brethren of the United States, they now and then get a retort, for instance, in the New York 'Morning Herald,' of 26th November

last, we notice a letter dated Montevideo 1st September, which thus concludes—

"Johnny Crappeau still holds Don Juan Manuel Rosas in bodily fear, and should it end in fear only, I shall be much mistaken. Johnny is ambitious; and, like his conquest of Algiers, he may not know where to stop, when he once gets foot on the rich plains of the Argentine Republic; besides, which, the country is filled with small "Lagunas," and he might rear frogs enough for the consumption of the world."

H. B. M's packet Spider, conveyed hither, on a visit, the Rev. Edward Spencer Phelps, Chaplain of the British frigate Stag, and three midshipmen of that ship, namely, John Edward Parish, son of Sir Woodbine Parish, many years British Chargé d'Affaires and Consul General to this Republic; T. D. Sullivan, son of the Commodore, and T. P. Coode. As also a young son of the deceased Commodore Norton, of the Brazilian navy.

Mr. John Edward Parish, attracted much attention in Buenos Ayres, and was visited by many of his father's friends. On Tuesday evening, H. E. the Governor sent for him, and he was presented to H. E. by Don Felipe Arana, Minister for Foreign Affairs.

The Spider sailed from this on Thursday last, having on board the visitors in question.

TO CORRESPONDENTS.

"A constant reader" is earnestly requested to favor us with his promised solutions of the conundrums inserted in our No. 651. "Many of our female readers," we can assure him are most anxious upon the subject. Ladies do not like to be tantalised.

Died.

On 15th inst., Thomas Wood, a native of Grimsby, Lincolnshire.

The deceased had resided many years in Buenos Ayres, and was the owner of one of the many whale boats appertaining to this port. He was generally respected for his honorable conduct and obliging manners, and his remains were conveyed on 16th to the British Protestant Cemetery, attended by numerous friends, in coaches, on horseback and on foot.

"Poor Tom's a cold."

PRICES CURRENT.

Doublons, Spanish.....	245	a	250	dollars each.
Do. Patriot.....	245	a	250	do. do.
Plata macuquina.....	12½	a	13	do. for one
Dollars, Spanish.....	14½	a	14½	do. each.
Do. Patriot and Patacones.....	14½	a	14½	do. do.
Six per cent Stock.....	4½	a		do. per ct.
Bank Shares.....	none			
Exchange on England.....	8½	a	8½	per cent
Do. Rio Janeiro.....	520	a		
Do. Montevideo.....	16	a		per patacon
Do. United States.....	12	a	13	per U. S. dollar
Hides, Ox, best.....	40	a		dis. p. pesada
Do. country.....	36	a	38	do. do.
Do. weighing 23 to 24lbs.....	35	a	38	do. do.
Do. salted.....	31	a	34	do. do.
Do. Horse.....	11	a	12	do. each.
Nutria Skins.....	5	a	6	do. per lb.
Chinchilli Skins.....	45	a	50	do. per dozen
Wool, common.....	10	a	14	do. per arr'ba
Do. picked.....	23	a	30	do. do.
Sheep skins per dozen.....	20	a	22	per 27lb.
Deer skins per dozen.....	28	a	29	
Do. mixed.....	11	a	12	
Hair, long.....	62	a	65	do. per arr'ba
Do. mixed.....	35	a	38	do. do.
Jerked Beef.....	18	a	20	do. quintal.
Tallow, melted.....	17	a	18	do. per arr'ba
Horns.....	250	a	300	per mil.
Flour, (North American).....	none			
Salt, on board.....	none			per fan
Discount.....	1½	a	1½	pr. ct. pr. month

The highest price of Doublons during the week, 270 dollars. The lowest price 245 dollars.

The highest rate of Exchange upon England during the week 4 pence. The lowest ditto 8½ pence.

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ALEXANDER BRASER, Responsible Editor.