

British Packet



AND

ARGENTINE NEWS.

N^o. 654.]

BUENOS AYRES, SATURDAY, MARCH 2, 1839.

[Vol. XIII.]

BUENOS AYRES.

ACCORDING to the latest news we have from the interior, the small Bolivian force that was stationed on the frontier had been precipitately withdrawn to join the army in South Peru, which it is affirmed, had suffered considerable loss in some encounters with the Chilian expedition, and from the fatal effects of the climate on the mountaineers of Bolivia. The death of the Commander-in-Chief of the Argentine Confederate army, has afforded occasion to General Santa Cruz, to recur to his old policy of holding out alluring promises to the frontier Provinces, with the view to the admission of his proposals for peace, to the exclusion of the government of Buenos Ayres, charged with the direction of the general affairs of the Republic. This deep scheme, our informant adds, the object of which was evidently to involve those Provinces in anarchy and confusion, has naturally had the same result as the former similar attempts, inasmuch as such artifices having hitherto proved unavailing from their known tendency, cannot fail to be unsuccessful in the present posture of affairs of the Protectorate.

The following appeared in the *Diario de la Tarde* of 23rd ult.

"We have the satisfaction to publish the following extract of a letter from a respectable individual in Cordova. It is corroborated from the certainty that the troops referred to have precipitately marched to Peru."

"Cordova, 17th February, 1839.

"I have the pleasure to forward you the annexed correspondence which I have just received from our friend Ibarra, who requests me to send it to you. In his letter to me, he refers to the interesting news, that after the Chilian army had re-embarked, they struck a blow against Santa Cruz, defeating the battalions No. 1, and that of Sepita, and revolutionizing the 6th battalion, and finally inflicted a second one, the results of which have caused two companies of the light division of Inryu and the squadron of Carussiers, commanded by Puertas, which formed the vanguard of the Bolivian army acting against our Republic, to march to Peru."

Operations of the French blockading vessels.

23rd ult. Three balandras from the northward arrived amongst the blockaders, doubtless with cargo on blockaders account. Two of them sailed again in the afternoon. The French schooner of war Ana, with a whale boat in tow, sailed to the eastward.

24th. Two French launches and one of their armed whale boats, were cruising last night off Point Quilmes, and returned this morning to the outer roads, having as the result of their cruise intercepted an outward bound balandra. The last of the three balandras mentioned as having arrived on 23rd, sailed to the northward, as also the blockaders armed boat Atrevido.

25th. The blockaders had cruising last night two launches and a whale boat, in the vicinity of Point Quilmes, and 3 launches to the northward, the whole of whom returned during the day to the outer roads.

The balandra which arrived on the 17th inst., by permission of Admiral Leblanc, to convey a family and their effects to Mercedes, sailed from the outer roads early this morning, having as passengers—Doña Irene Soler de Haedo and two daughters, Doña Juana Haedo de Peña and child, Doña Trinidad Haedo de Alsaga, and Don Francisco Saavedra and his lady, as also nine servants appertaining to the passengers.

The above-mentioned passengers were attended on the evening of the 24th, to the place of embarkation by numerous friends, amongst whom were Generals Oribe and Soler.

26th. French launches cruising to the northward.—Atrevido arrived.

27th. The French schooner of war Ana, arrived from the eastward, having in tow the same whale boat she took with her on 23rd.

28th. Three French launches were cruising last night at their old 'beat' off Point Quilmes, and returned to the outer roads this morning, without catching any thing save fish.

1st inst. We believe that French boats were cruising last night. At any rate, we saw one about 10 o'clock (by the light of a full moon,) standing towards Point Quilmes. We did not see any this morning.

This day (2nd inst.) completes the 340th day of the blockade.

ORIENTAL STATE.

H. B. M's ship Acteon, and U. S. ship Fairfield, brought Montevideo papers to 26th ult. We did not however receive any by those conveyances. The *Nacional* of 23rd, has copied from the *Jornal do Commercio* of Rio Janeiro of 11th, the treaty between the French Admiral Baudin and the Mexican General Rincon, consequent upon the capture by the French of the fortress of San Juan de Ulloa, as given in Baltimore papers of 20th December, arrived in Rio Janeiro.

Article 1. of said treaty, stipulates that the Mexican General, shall not have in Vera Cruz, more than one thousand men for the garrison of the City.

Art. 2., declares the port of Vera Cruz, open to all nations, and that the blockade shall be raised for eight months, waiting an amicable arrangement between France and Mexico.

Art. 3. The French troops garrisoning the fortress, shall receive provisions, &c., from the City.

Art. 4. The fortresses of San Juan de Ulloa, shall be restored to the Republic, when its present dispute with France be arranged.

Art. 5. French citizens who have been obliged to retire from Vera Cruz, shall be allowed to return thither, their persons and property respected, and those who may have incurred losses therefrom, shall be indemnified by the Mexican authorities; said indemnifications to be regulated by the decision of the Tribunals of the Republic.

Don Fructuoso Rivera, under date head quarters Maciel 17th ult., has addressed a note to the delegate government at Montevideo, in tenor, that on the 14th, at 4 in the afternoon, his troops halted at Maciel, after a march of more than 7 leagues. At sun set a violent storm of wind and rain came on, which continued until 8 on the following morning. At midnight however the water in the rivulet increased to that degree, that his officers and troops had scarcely time to save themselves from its effects. As it was 15 persons were drowned, and some other damage sustained.

We yesterday received by the Rosa, Montevideo papers to Thursday last. They contain no particular news.

The Sardinian Prince Carignan, nephew of the King of Sardinia, arrived in town yesterday. He came hither from Montevideo in the schooner Rosa, with his nephew and 6 persons in his train. He was also accompanied thence by Baron Picolet d'Hermillon, Consul General of H. M. the King of Sardinia to this Republic.—The Baron immediately on the arrival of the Rosa, came to shore, and was in attendance with a carriage to receive the Prince and conduct him to his residence. The Prince appears to be about 23 years of age. He came to Montevideo in the Sardinian frigate Regina, 64 guns, from Genoa and Rio Janeiro. In person he bears a strong resemblance to H. E. the Governor of this Province.

We hear that the brother of Baron Picolet d'Hermillon, also came passenger in the Rosa, on his route to Chill.

From 'the Rio Circular,' of January 5th, 1839.

METALS.—The idea that the only just criterion by which the wealth of a nation could be estimated, was the amount of the precious metals it possessed, has been long since exploded, and statesmen and financiers, as well as political economists, now look upon the matter in its true light, considering gold and silver only in their commercial capacity, which like every other species of merchandise will seek and find the most favourable market, and like water the exact level. So soon as the value of the exports of Brazil exceed the amount of the payments she has to make to foreign nations for her imports, the dividends on her debt, &c., the precious metals will flow copiously to her shores, but whilst the contrary obtains, her debt will go on increasing either in the further depreciation of her currency, the issue of more bonds, or both. Her present position in this respect, will be seen by the table we present further on.

The importation of the precious metals from abroad was very small during the past year, whilst considerable quantities were exported to India, Africa, the River Plate and Rio Grande.

Prices ruled generally so much above their relative value with the exchanges, that few remittances were made in gold or silver to Europe. The market must be now considered as but ill provided with the precious metals.

Official Documents.

VIVA LA FEDERACION!

The *Gaceta Mercantil* of 21st ult., contains an account of the proceedings in the House of Representatives on its sittings of 15th ult.

Don Antonio de Ezquerrena, has been re-elected Director of the Academy of Jurisprudence of this City; Dr. Jacinto Cardenas, President; Dr. Lorenzo Torres, Vice President; Dr. Tiburcio de la Carcola Saens, Judicial Zelarvor; Dr. Ildelfonso Piran, 1st Censor, and Dr. Gerardo José Garay, 2nd do.

Treasury bills in circulation on 1st inst., 4,424,000 dollars.

REFLECTIONS
ON THE
Present Situation and Future Prospects
OF
BUENOS AYRES.
(Concluded.)

MR. EDITOR,

In advocating so earnestly the necessity and importance of developing our internal resources, some may at first sight imagine that we are hostile to the interests of foreign commerce.—Quite the contrary. No country in the world can be more deeply interested in maintaining a free and equitable commerce; and for a very palpable reason, that our capabilities of internal production are, and must long continue to be, incommensurate to our means of internal consumption. But for commerce this excess of production over consumption is not only useless, but frequently hurtful; and God all-wise, by establishing a correlative dependence of one State upon another, clearly indicates his gracious purpose, of linking together in one the great human family, of which He is the common Parent and Guardian. The legitimate sphere and office of commerce is to equalize these apparent natural inequalities, supplying the necessities of one from the superabundance of another. Viewed in this light commerce becomes the very handmaid of Providence; relieving the wants, augmenting and multiplying the comforts, and promoting the civilization and happiness of all. Such we believe to be its design and tendency; and such we are persuaded would be its effects, if left absolutely free and unfettered. But, alas! this experiment is not likely to be tested in our day and generation. Like other important interests, it has been consigned over to responsible agency; and that the delegated authority has been often and grossly abused, "he that runneth may read." The following fact, which we recommend to the attention of Dr. Bowring, the enlightened champion of free trade, furnishes a striking illustration of the abuse referred to.—In Great Britain the hide of an ox is rarely worth more than one fifth or one sixth part the price of the live animal, so precious is the carcase as an article of human food. In Buenos Ayres at all times the hide is equivalent to at least three fourths the price of the live animal; the rest being comparatively worthless, and consequently wasted and lost. Were this the effect of an absolute superabundance, this waste and loss were nothing; but if, on the other hand, there are elsewhere hungry mouths, with an inadequate supply of the necessities of existence, this waste and prodigality implies a direct contempt of the Divine Providence, that will not "a fragment be lost." In 1837 our exportation of hides amounted to 18,014,036 dollars; beef and tallow 3,303,958 dollars 5 rials. Hence it appears that our beef and tallow produce little more than *one sixth part* the value of our hides. Such we believe to be the literal fact; for, if the exterior consumption of beef, as the staple article of food, is very great, so also is the exterior consumption of hides. We know of no data by which the exact proportion might be ascertained; fortunately it is a case where scrupulous nicety may be dispensed with. The disproportion, after every allowance, is enormous; and some of the inferences deducible are not only curious but deeply interesting. With an absolutely unfettered commerce in this article, we could save the British government at least 76 per cent on the annual estimates, for the supply of the army and navy; and at the same time afford to import an additional 16 or perhaps 20,000,000 dollars of British manufactures. In short we might be better clad and accommodated, and the British manufacturer better fed, and better remunerated for his labour, skill and capital. This merits the attention of Mr. Hume and the economists, and the long, long list of those interested in the permanent extension of British commerce. Such are the necessary consequences that would ensue; and it is melancholy to see the whole frustrated, by the Gothic restrictions that trammel foreign commerce; and the highest interests of humanity sacrificed to ignorant prejudice and idle fear.—So much for the abstract principle; let us now attend to its practical application in our individual circumstances.

In the midst of these "loamy and time-consecrated abuses," would it be safe or expedient for a young State, to adopt the general principle in all its latitude, and follow it up through

all its details? We epine not. Our policy must, to a certain extent, be modified by that of our neighbours. The first movement towards a general amelioration must proceed from old States, that are become essentially commercial. Whilst they adhere to the factitious system, younger ones have no alternative, but to provide for their own defence and security, by employing in part the means that are practised against them. In a natural state of things, the development of our internal resources might safely be left to the operation of ordinary causes; in the unnatural position in which commercial interests are placed, in consequence of the general prevalence of the restrictive system, we require imperatively the safeguard of a cautious but vigilant legislation. When foreign policy is directly calculated to depress and undermine our interior arts and manufactures, the very principle of reciprocity requires that a counter influence should be created, to animate and invigorate them. It is a delicate operation, but one indispensable in our circumstances; a sacrifice of theory that must be submitted to, when practical advantages are to be gained, and practical evils avoided.

In illustration of our doctrine we would refer to the Decree of the 18th December, 1835, respecting the importation of foreign corn and flour.—This reasonable, provident, and truly patriotic measure deserves the mature deliberation of our legislators. It embraces a principle that ought to be introduced, we grant gradually and with great circumspection, into a considerable portion of our legislation. But instead of dwelling on the abstract principle, let us advert for a moment to the practical consequences of the measure referred to. In 1833 our importation of foreign corn and flour amounted to 62,962 barrels flour and 52,436 fanegas wheat, in 1837 we exported the same articles to the amount of 515,759 dls. The ridiculous prejudice, that the country flour was not fit for bread, has vanished, "like the baseless fabric of a vision," and we have now as seemly and wholesome bread, as we ever had from imported flour. But what would have been the consequences, during the present blockade, if we had been dependent on the foreign merchant for our supply of this primary article of subsistence? It might not perhaps have altered the general result; but it assuredly would have placed the entire population in a serious conflict; and entailed more suffering on the community than all our other privations taken together. These minor privations, however, ought not to be disregarded; and their effects too might have been attenuated, by measures similar to that which has come so opportunely into operation respecting "the staff of life." The existing prejudices against our wine, our brandy, our sugar, our tobacco, &c. &c., are just as unfounded and absurd, as those that erst proscribed the use of our own flour. We do not defend the actual quality, but we do defend the materials; and maintain that, to ensure an average quality, nothing more is requisite than skill, and attention, and the introduction of the recent improvements that have been made in the arts and sciences. We do not require, at least we ought not to require, the imported articles; what we require is skill, and enterprize, and capital, to call into operation our own resources; and to those a decided protection should be extended by legislative enactment. We have been spell-bound; and though the light of experience and reality begins to dawn upon us, the bewilderment of the long illusion partly remains. The blockade, by placing our necessities and resources in their true point of view, is destined, we fondly trust, to dissipate the remaining darkness, and usher in a brighter and more auspicious era.

"The past is a mirror reflecting the future," and an impartial retrospect of the last twelve years, may well serve to animate the spirit of enterprize, and overcome the *vis inertiae*, so frequent, yet so fatal both to States and individuals. The political circumstances generally have been anything but favourable, still, how different the Buenos Ayres that is from the Buenos Ayres that *was!* In 1823 we imported flour, vermacelli, butter, cheese, hams, salt beef and pork, candles, soap, raisins, figs, apples, peaches, hats, shoes, ready made clothes, furniture, &c. &c. &c. A great and salutary "change has come over the spirit of our dream." His Excellency, Don Juan Manuel de Rosas, led the van as an extensive and systematic agriculturist. Others followed in the same path, and the general results have already been recorded. Messrs. Sheridan and Harratt

applied themselves to the breeding of sheep and the refinement of wool; with what splendid success need not be told in Buenos Ayres.—Hundreds are now following their example; and a great branch of national industry has sprung up, as it were by enchantment, in the course of a few years. Our exportation of wool and sheep skins, in 1837, amounted to 4,335,761 dollars 4 rials; whilst the increase of capital, in this department alone, cannot be estimated at less than 30,000,000 dollars. So much for the twelve years that are past; what may be expected from the twelve years ensuing? Amongst other improvements, Don Carlos Huergo deserves honourable mention, for his superior preparation of the *gerba*; an article of daily and almost universal consumption. Nor in this enumeration must the Scotch Colonists of Monte Grande be omitted, who have long furnished, and taught others to furnish, an ample supply of as good butter and cheese as ever were imported from Europe; and in proof of the great amelioration that has taken place, in the general mass of our population, it may be remarked, that the consumption of these articles, during the period of which we treat, has increased at least a hundred fold. The improvement in the supply of fruits and vegetables is equally notable; and altogether the style of living, as regards abundance, variety and quality, has advanced with giant strides. Meanwhile our mechanics and tradesmen have been equally successful in their career; as our boats and balandras, our carts and carriages, our breweries and distilleries, our soap and candle manufactories, and the many effective establishments that the capital can now boast, bear ample testimony. We can now equip the most recherché dandy from top to toe; whilst our furniture indicates not only a great increase of comfort and convenience, but a marked progress in the refinements that characterize and adorn civilized society. Such is the undeniable progress we have made; and in circumstances as unpropitious as can well be imagined. A foreign war, against a neighbouring State, greatly our superior in population and resources, ushered in the era. Twice has the sirocco wind of Revolution passed over us, with its withering and desolating blast; and from first to last, has the canker worm of political faction been preying on the vitals of the State. In despite of all these disturbing and retarding influences, and in despite of a wretched paper currency, our progress has been steady, and our advancement great. And where are we to seek the solution of this phenomenon? Principally in the teeming abundance of our virgin resources;—resources that require only to be explored and developed, to retrieve in a very short period, all the consequences of our past errors and negligence, and to elevate the Republic to that prominent rank among sovereign and independent States, which its extent of territory, its geographical position, and its rich and varied products so unequivocally proclaim to be its future destination.

Such are the views, Mr. Editor, we have long entertained, and often expressed, regarding the resources and general policy of this country; and we have been induced at this time to submit them to the public, in the persuasion that the actual circumstances favoured, almost insured, an impartial hearing. As regards party politics we have nothing to do, and can plead the most absolute neutrality. As foreigners we consider ourselves precluded from all interference in party politics; and the views we now support are clearly of that generic character, that can never be effected in the least, by the mere preponderance of any party.

The particular bearing of the French blockade on our general argument, may have led us to speak of it in a manner that is susceptible of misconstruction. We need scarcely say, that we do not consider it, and consequently do not mean to represent it, as a direct blessing. A man would scarcely choose to break his leg, that he might have leisure for reflection; yet, if he get his leg accidentally broken, there is certainly no reason why he should not avail himself of the opportunity for reflection. Precisely so with the blockade. It has come upon us unsought and un solicited; and having come, we are certainly at liberty to turn it to the best account we can. This we have attempted to do; and trust it may eventually prove, like many other evils, only "a blessing in disguise." With this consolatory anticipation, we now "drop the curtain;" not omitting, however, our grateful acknowledgments to yourself, Mr. Editor, for the kind and courteous manner; in

which our incubations have been transferred to the columns of your valuable journal.

Yours, &c.
Q.

Buenos Ayres, 25th February, 1839.

Advertisements.

ON SALE.

Calle de la Piedad, No. 140.

OLD Bottled Madeira Wine, in cases of three dozens each. 416 4t

NOTICE.

OLD English bottled Port, Sherry of excellent flavour, Champagne, 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. 32, Calle de la Federacion (Plata).

Shipping Memoranda.

ARRIVED AT MONTEVIDEO.

- 16th ult., Spanish polacre Muria, from Barcelona 12th December, Algeiras 2nd January, to Juan Nin.
- 19th, Sardinian polacre Cesar, from Rio Janeiro 10th ult., to Maine.
- " Sardinian patache Victoria, from Genoa 1st December, Gibraltar 28th do., to Capurro & Co.
- 21st, Sardinian polacre Nra. Señora de la Guardia, from Bahia 1st ult., to Capurro & Co.
- " Spanish polacre Pepita, from Malaga 6th November, to Capurro & Co.
- " British schooner Bellona, from Rio Janeiro 18th ult., with salt, to Lafone & Co.
- 22nd, Sardinian polacre San Antonio, from Genoa 27th December, Gibraltar 7th January.
- " British brig Oscar, from Bonavista 15th December, with 142 moyos salt, to John Gowland.
- " Danish ship Neptune, from Lisbon 30th December, with 140 moyos salt, to Rodger, Brothers & Co.
- " Swedish brig Charles John, from Marseilles 18th December, with wine, to Faucon.
- " Brazilian zanca Buena Fe, from Rio Janeiro 12th ult., to Costa.
- " Swedish corvette.

SAILED FROM MONTEVIDEO.

- January 2nd, 1839, Spanish brig Franco, for Havana, despatched by Zumaran and Treserra, with 4000 horns, 3500 quintals jerked beef.
- " Sardinian polacre Virginia, for Rio Janeiro, by Pablo Nin, with 1000 dry hides, 2440 quintals jerked beef, 332 arrobas tallow.
- 4th, British barque Anabella, for Liverpool, by Renie, Macfarlane & Co., with 5282 salted hides, 191 horse hides, 3000 horns, 1416 arrobas horse hair, 2745 arrobas tallow, 2745 arrobas grease, 17,000 shin bones.
- 5th, British barque Isabella, for Liverpool, by Renie, Macfarlane & Co., with 7813 salted hides, 1750 arrobas tallow, 1750 arrobas grease, 24,000 bones.
- " British brig Perth, for England, by Lafone & Co., with 5967 dry hides, 6987 horns, 390 arrobas horse hair, 5000 shin bones.
- " Sardinian polacre Siempra Viva, for Rio Janeiro, by E. Lombardo, with 2100 quintals jerked beef.
- " Sardinian brig Bianca, for Brazil, by F. Mainez, with 30 dry hides, 2700 quintals jerked beef.

- " Brazilian brigantine San Juan Vencedor, for Brazil, by Kinsley & Co., with 1958 quintals jerked beef, 197 arrobas tallow.
- 7th, Oriental brigantine Paraguay, for Brazil, by J. M. Platero, with 1750 quintals jerked beef, 180 arrobas tallow.
- " French brig Elvira, for Rio Janeiro, by P. Duplessis, with 1576 quintals jerked beef, 1088 arrobas tallow.
- " Sardinian brig Flanetta, for Rio Janeiro, by Idefonso Gestal, with 1080 dry hides, 2731 quintals jerked beef, 112 arrobas tallow.
- 8th, Brazilian brig Saudade, for Pernambuco, by Costa, with 25 dry hides, 1680 quintals jerked beef.
- " American brigantine Susana, for Baltimore, by Zimmermann & Co., with 6992 dry hides, 1050 arrobas wool, 350 arrobas grease.
- " Oriental polacre Providencia, for Brazil, by Capurro & Co., with 1739 arrobas horse hair, 40 arrobas grease.
- " British barque Botsey, for Liverpool, by Nicholson, Green & Co., with 7635 salted hides, 500 horse hides, 7905 horns, 775 arrobas grease, 30,000 shin bones.
- 9th, Spanish barque Isabel Siguinda, for Rio Janeiro, by Zumaran and Treserra, with 2850 quintals jerked beef, 235 arrobas tallow.
- " Spanish brig Macias, for Havana, by Zumaran and Treserra, with 1950 quintals jerked beef.
- " Tuscan brig Feiz, for Brazil, by Capurro & Co., with 350 quintals jerked beef, 120 boxes candles.
- " Portuguese brig Guillermin, for Parnagua, by Queros, with 592 quintals jerked beef.
- " British brig Abasco, for Liverpool, by Stanley, Black & Co., with 8055 salted hides, 331 horse hides, 25,900 horns.
- 10th, Brazilian brig Pontalud, for Bahia, by Costa, with 100 dry hides, 140 horns, 200 arrobas tallow, 3200 quintals jerked beef.
- " Brazilian brig Tentador, for Pernambuco, by Bujareo, with 30 dry hides, 1500 quintals jerked beef, 100 arrobas tallow.
- " Brazilian brig Atravido, for Rio Janeiro, by Guimaraens, with 3000 horns, 2800 quintals jerked beef.
- " Brazilian brigantine Bella Amistad, for Pernambuco, by the Captain, with 30 dry hides, 1300 quintals jerked beef.
- " Brazilian brigantine Bella Carlota, for Pernambuco, by the Captain, with 40 dry hides, 3400 quintals jerked beef.
- 11th, Oriental brig Iris, for Rio Janeiro, by Mainez, with 120 quintals jerked beef, 1349 arrobas tallow, and some boxes candles.
- 12th, French brig Elvira, for Rio Janeiro, by P. Long, with 1576 quintals jerked beef, 1088 arrobas tallow.
- " Spanish brig Prueba, for Havana, by Zumaran and Treserra, with 2900 quintals jerked beef.
- " American ship Courier, for New York, by Southgate & Co., with 18,368 dry hides.
- " British brig John Omrod, for Exeter, by Nicholson, Green & Co., with 6136 salted hides, 20,000 shin bones.
- " American brig Susan and Elizabeth, for Boston, by Zimmermann & Co., with 4005 dry hides, 1320 arrobas wool, 140 dozen sheep skins, 1750 arrobas grease.
- " Bremen brig Cesar, for Havana, by Zimmermann & Co., with 4000 quintals jerked beef.
- " Brazilian brig Estrela do Cabo, for Pernambuco, by de Souza, with 3600 quintals jerked beef, 150 arrobas tallow.
- " Spanish brig Iris, for Havana, by Zumaran and Treserra, with 2650 quintals jerked beef, 150 arrobas tallow.
- " American brig Inca, for Salem, by Southgate & Co., with 7158 dry hides, 312 arrobas horse hair, 300 arrobas wool, 927 arrobas grease.
- 14th, Argentine brig Ana, for Rio Janeiro, by J. M. Platero, with 3000 horns, 1900 quintals jerked beef.
- " British brig Abeona, for England, by Anderson, Macfarlane & Co., with 7620 salted hides, 12,000 horns, 812 arrobas horse hair, 4065 arrobas grease, 14,000 shin bones.
- 10th, Brazilian brig Convencion, for Rio Janeiro, by Costa, with 1009 dry hides, 1800 quintals jerked beef, 795 arrobas tallow, 200 boxes candles.

- " Brazilian brig Minerva, for Pernambuco, by De Souza, with 1540 salted hides, 2400 quintals jerked beef, 150 arrobas grease.
- 17th, Spanish polacre Andromeda, for Havana, by Zumaran and Treserra, with 1700 quintals jerked beef, 80 arrobas tallow.
- " Portuguese ship Isabel, for Pernambuco, by Da Costa, with 504 dry hides, 2800 quintals jerked beef.
- " Brazilian brigantine Leopoldina, for Brazil, by Da Costa, with 30 dry hides, 2100 quintals jerked beef.
- " Brazilian brigantine Bella Union, for Pernambuco, by Da Costa, with 184 dry hides, 2400 quintals jerked beef, 340 arrobas tallow.
- 18th, Argentine brig Independiente, for Rio Janeiro, by Mesquita, with 24 dry hides, 2706 quintals jerked beef, 370 arrobas tallow.
- " Argentine brig Plata, for Rio Janeiro, by Capurro & Co., with 9900 horns, 8766 quintals jerked beef.
- " Spanish polacre Minerva, for Havana, by Bujareo, with 40 dry hides, 2700 quintals jerked beef.
- " British barque New York Packet, for England, by Bertram & Co., with 6514 salted hides, 17,108 horns, 875 arrobas tallow, 2000 shin bones.
- 19th, American brig Mentor, for Baltimore, by Zimmermann & Co., with 5475 dry hides.
- " Belgian brig Sophia Dorothea, for Havana, by Lafone & Co., with 3800 quintals jerked beef.
- 20th, Oriental brigantine Luisa, for Rio Janeiro, by the Captain, with 1400 quintals jerked beef, 50 arrobas tallow.
- 21st, American barque Harriett, for New York, by Zimmermann & Co., with 6491 dry hides, 1000 arrobas wool, 43,0 arrobas tallow, 22,400 shin bones, 12 bales nutria skins.
- " Brazilian brigantine Pedro Seguinto, for Pernambuco, by Bujareo, with 2055 quintals jerked beef, 340 arrobas tallow.
- " French brig Caroline, for Certe, by Guerin & Co., with 4001 salted hides, 1400 arrobas wool.
- 22nd, British brig Tintera, for Liverpool, by Shaw, Brothers, with 7932 salted hides, 6113 horns, 144 arrobas horse hair, 700 arrobas tallow, 3555 arrobas grease, 10,000 shin bones.
- " Brazilian zanca Marina, for Rio Janeiro, by P. Duplessis, with 1900 quintals jerked beef, 750 arrobas tallow.
- " Spanish brigantine Aurora, for Pernambuco, by J. Nin, with 2500 quintals jerked beef.
- 24th, Oriental polacre Selma, for Brazil, by Capurro & Co., with 635 dry hides, 5000 horns, 1400 quintals jerked beef.
- " Swedish brig Svea, for England, by Zimmermann & Co., with 225 tons bones.
- " Portuguese brig Nuevo Panete, for Pernambuco, by Bujareo, with 2336 quintals jerked beef, 250 arrobas tallow.
- " British brig Philomela, for Liverpool, by Rodger, Brothers & Co., with 7743 salted hides, 301 dry hides, 122 salted horse hides, 3900 arrobas tallow, 5 tons bones.
- 25th, Brazilian brig Pernambuco, for Pernambuco, by Bujareo, with 30 dry hides, 2650 quintals jerked beef.
- " British brig Conder, for England, by Mainez, with 4495 salted hides, 160 horse hides, 10,928 horns, 96 arrobas horse hair, 720 arrobas wool.
- " American brig Sybille, for Boston, by Bunge, Hutz & Co., with 5283 dry hides, 16,050 horns, 48 arrobas horse hair, 3600 arrobas wool, 100 dozen sheep skins, 6740 arrobas grease.
- 26th, Sardinian brig Caballo Marino, for Bahia, by Bertram & Co., with 2271 quintals jerked beef.
- " British brig Urania, for Falmouth, by Nicholson, Green & Co., with 4000 salted hides, 3537 horse hides, 500 horns, 1008 arrobas horse hair, 420 arrobas wool, 1400 arrobas grease, 10,000 shin bones.
- " Oriental schooner Estela, for Brazil, by the Captain, with 1900 quintals jerked beef, 50 boxes candles.
- 28th, Brazilian brigantine Constante Amistad, for Rio Janeiro, by M. P. Lima, with 24 dry hides, 1500 horns, 2100 quintals jerked beef.
- 30th, Hamburg ship Sophia, for Havana, by Zimmermann & Co., with 7000 quintals jerked beef.
- " American brig Alcyon, for Philadelphia, by Zimmermann & Co., with 200 salted hides, 3154 dry hides, 2359 horns, 936 arrobas horse hair, 1400 arrobas wool, 20 dozen sheep skins, 850 arrobas tallow, 1470 arrobas grease.
- 31st, Spanish polacre Union, for Havana, by Zumaran and Treserra, with 12 dry hides, 2000 quintals jerked beef.
- " Brazilian brig Flor del Sud, for Pernambuco, by Bujareo, with 2111 quintals jerked beef, 100 arrobas tallow.

MERCHANT VESSELS
In the Port of Buenos Ayres, on 28th of February, 1839.

NOTE.

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, 23 guns, Captain Charles Olivier.

BRITISH. Ship Actaon, 26 guns, Captain Robert Russell.

AMERICAN. Corvette Fairfield, 24 guns, Lieut. Alexander Slidell Mackenzie, Commander.

"Hamburg schooner Carl Adolf, for Antwerp, by Mainz, with 7001 dry hides, 4000 arrobas grease.

February 25th. H. B. M's ship Stag, 46 guns, for the Falkland Islands.

"H. B. M's packet Spider, for Rio Janeiro.



MARINE LIST.



Port of Buenos Ayres.

February 23.—Wind S. W. slight rain.

No arrivals.

Sailed, United States corvette Fairfield, 24 guns, Lieut. Alexander Slidell Mackenzie, Commander, for Montevideo.

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

February 24.—Wind S. W. shifted to N. in the afternoon.

No arrivals or sailings.

February 25.—Wind N. shifted to E. in the afternoon, strong.

No arrivals or sailings.

February 26.—Wind E. strong.

Arrived, H. B. M's ship Acton, 26 guns, Captain Robert Russel, from Montevideo 25th inst.

February 27.—Wind E. strong.

Arrived, United States corvette Fairfield, 24 guns, Lieut. Alexander Slidell Mackenzie, Commander, from Montevideo 26th inst.

Passenger, Mr. Daniel Gowland.

A topsail balandra passed this afternoon to the N., supposed from Montevideo.

February 28.—Wind N. N. E. shifted to E. in the afternoon, strong.

No arrivals.

Sailed, Oriental packet schooner Relampago, Antonio Mascardi, for Montevideo.

A brigantine and a zumaca passed to the northward this afternoon, probably from Montevideo.

March 1.—Wind N. shifted to S. S. W. in the afternoon, with rain.

Arrived, Oriental packet schooner Rosa, Juan Bautista Schiaffino, from Montevideo 28th ult., to Carlos Galeano. (26 passengers.)

The British Navy and the Alarmists.

Conclusion of extracts from the "Devonport Telegraph."

"We have frequently remonstrated against the principle of economy being carried to a rigid extent in the navy, because sound policy would dictate that its efficiency at all times is of vital importance. Hence we have condemned the partial suspension of building operations in the yards, and the reduction of artisans, as impolitic, because the remedy can be only one of time, and time is precious when the danger approaches near. It should not, however, be forgotten, that as advocates of peace and professors of economy, the governments of the last seven years have had their hands tied.—Within that period taxes have been reduced to the amount of six millions, and until very lately nothing has appeared in the movements of foreign nations to awaken any jealous apprehensions. Since 1836, however, the navy of England has been strengthened in the number and force of ships in commission, and a large fleet has been brought forward and partially prepared for sea, as "demonstrative ships," which might be fully equipped at a short notice in the event of emergency. The Whigs have also added 5000 men to the navy, and introduced the extended system of apprenticeship, thus providing for the rearing of seamen attached to the service, and perfectly acquainted with their duty. By them also the seamen gunnery has been brought to a state of perfection, and the ordinary has been rendered efficient as a provision for manning sea-going ships, and whatever may be said as to the advantage or disadvantage, in a scientific point of view, of the system of ship building introduced by the present surveyor of the navy, nobody can deny that he has constructed more formidable fighting ships, and rendered the same class of English vessels better able cope with those of foreign powers.

"So much for what the late governments have done. That they might and would have

done more had they not been restrained by the economists in the House of Commons, may be easily believed. It was only on the passing of the last navy estimates that Mr. Hume was clamorous for a reduction of the vote for the seamen and marines. Nevertheless, when we look at what other nations are doing, we should be glad that a spur is given to our own administration. England should be always in advance of other maritime powers. We do not mean that our ships should equal in number all the navies of the world put together, as seriously demanded by some writers. This is an extravagant notion of what is necessary for the maintenance of our supremacy. Nor do we admit, on the other side, that it would be safe to rely so much on the great superiority of our sailors in energy and tactics as at the commencement of the last war, when England encountered the united fleets of France and Spain with a greatly inferior force. The French and Russian mariners are not now what they were.—The advancement of science, and the experience of past wars, have brought them nearer to the British in point of equipment and efficiency.—It would be wrong for England to be too confident in her strength. She ought to bestir herself to meet the exertions of other nations with corresponding efforts, and to be always ready to any enemy or enemies that may arise upon at least equal terms. Her present force afloat may be sufficient to calm all apprehensions; but we are sure the nation would not begrudge the expense of an additional squadron while there is any doubt as to the designs and intentions of Russia; for though France has only 11 line-of-battle ships in commission, while England has 21, yet considering the vast colonial possessions the latter has to protect, the disposable naval force of France is perhaps as great as our own; and we have therefore, nothing to meet the possible, though not probable, contingency of a rupture with Russia, which has altogether 35 sail of the line in the Baltic and Black Sea.—Unless the relations between England and Russia should take a more favourable turn during the winter, we have little doubt that a squadron of observation will be formed in the summer to watch the Baltic fleet."

THE WEATHER, has been fine during the week, thermometer 66 to 82.

The fine weather of Sunday last, attracted numerous persons to the villages in the neighbourhood of town including many lady equestrians. The Alameda and Retiro were well attended.

The object of the visit of H. B. M's ship Acton, to Montevideo, was to water H. B. M's ship Stag. The latter sailed from Montevideo on 25th ult., for the Falkland Islands and Rio Janeiro. H. B. M's sloop Orestes, remains at Montevideo.

A Swedish corvette and a Sardinian frigate have arrived at Montevideo. The latter with the Sardinian Prince Carignan on board, who probably in the course of his tour will visit Buenos Ayres. The Swedish corvette was to sail immediately for the West Indies.

MARTIN GARCIA.

Our advices from this island are not very regular. Indeed, we know not under what flag it is placed, whether French or Oriental.—"Peter Pullhaul," on his island was more explicit—"Constantin (said he), is Queen of the Island, and I am First Lord of the Admiralty."

According to report, however, the allies on the island are not on the most cordial terms, and we are told that a mutiny took place a short time since amongst the "Riverista" troops stationed there, which was suppressed and the ringleaders shot.

The anniversary of Washington's birth-day, was kept up with considerable spirit this year in Buenos Ayres. In addition to the observances noticed in our last, the band of one of the regiments of the garrison, attended on the eve-

ning of the 22nd ult., in the court yard of Mr. Palmer's Hotel, in the Calle del 25 de Mayo, and performed until long after midnight. Their performances we hear gave infinite satisfaction to the officers of the United States navy resident in the Hotel.

THE FRENCH NAVY.—The following is a correct statement of the French navy, consisting altogether of 228 vessels, of which 57 are of the line, and 60 frigates; the remainder being small vessels and steamers. Of the above 51 sail of the line, eleven only are in commission, eleven in ordinary, and twenty-nine building. Of the 60 frigates, sixteen only are in commission, twenty in ordinary, and twenty-four building.—*Naval and Military Gazette.*

ERRATUM IN OUR LAST.—For 64 guns as the armament of the frigate Stag, read 46.

Advertisements.

WANTED.

A Cook and a Nurse-maid, in an English family a short distance from town. Apply at 142, Calle de la Piedad.

NOTICE.

THE Undersigned beg leave to inform the Commercial community, that they have established in this City, as also in Montevideo, a Commercial House, under the firm of

J. J. KLICK & Co.

Buenos Ayres, 1st February, 1839.

JOHN JACOB KLICK.

WILLIAM BALLAUF.

JOHN TROBE.

The office of J. J. Klick & Co., is at No. 68, Calle de la Universidad.

NOTICE.

ON Sabbath next, March the 3rd, divine service will be held at the Methodist Chapel, No. 60, Peru Street, when the Rev. John Dempster will preach, at 11 in the morning, and half past 7 in the evening.

PRICES CURRENT.

Doublons, Spanish	255	a	260	dollars	each.
Do. Patriot	255	a	260	do.	do.
Plata macuquina	13½	a	14½	do.	for one
Dollars, Spanish	15½	a	do.	do.	each.
Do Patriot and Patacones	14½	a	15½	do.	do.
Six per cent Stock	49	a	do.	do.	per ct.
Bank Shares	none				
Exchange on England	3½	a	4	per	per
Do. Rio Janeiro	50	a	525		
Do. Montevideo	15½	a	16	per	patacon
Do. United States	12	a	14	per	U. S. dollar
Hides, Ox, best	38	a	40	dls.	pesada
Do. country	33	a	36	do.	do.
Do. weighing 23 to 24lbs	34	a	35	do.	do.
Do. salted	32	a	34	do.	do.
Do. Horse	11	a	12	do.	each.
Nutria Skins	5½	a	6	do.	per lb.
Chinchilli Skins	55	a	60	do.	per dozen
Wool, common	10	a	15	do.	per arr'ba
Do. picked	23	a	26	do.	do.
Sheep skins per dozen	20	a	22	per	27lb.
Calf skins per dozen	30	a	32	do.	do.
Deer skins per dozen	11	a	12	do.	do.
Hair, long	65	a	70	do.	per arr'ba
Do. mixed	35	a	40	do.	do.
Jerked Beef	20	a	25	do.	quintal.
Tallow, melted	17	a	19	do.	per arr'ba
Horns	150	a	300	per	mil.
Flour, (North American)	none				
Salt, on board	none				per fan
Discount	1½	a	2	per	ct. pr. month

The highest price of Doublons during the week, 260 dollars. The lowest price 255 dollars.

The highest rate of Exchange upon England during the week 4 pence. The lowest ditto 3½ pence.

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ALEXANDER BRANDER, Responsible Editor.