

# British Packet

AND

## ARGENTINE NEWS.

Nº. 664.]

BUENOS AYRES, SATURDAY, MAY 11, 1839.

[Vol. XIII.]

### BUENOS AYRES.

THE *Gaceta Mercantil* was published yesterday on two and a half sheets of its ordinary size paper, and contained copious information from all the Sister Republics. But the intelligence of more immediate importance is that which it gives from Corrientes. The Legislature of that Province had reversed all the enactments made under the Beron de Astrada administration, both as regards the alliance with Don Fructuoso Rivera and concession to the French; and declared the firm determination of their constituents to stand by their countrymen in the struggle for National Independence. It now appears in the most unquestionable manner, that not only the Legislature and the people, but even a great portion of the army were opposed to the proceedings of the late Governor, and that measures were in progress for removing him from the command, when he precipitated the action which had such a decisive issue. Amongst the officers killed, there were many pledged to promote the contemplated change, and amongst them Colonel Rolon. It is stated that the new Governor of Corrientes, will be Col. José Antonio Romero, with Dr. Teodoro Gama for his Minister. Such an election it appears would meet the approbation of the other governments of the Confederation.

#### Operations of the French blockading vessels.

4th inst. This day, or rather during the last night and this day, the following arrivals took place all on blockaders account.

French schooner of war Forte.

French (late Argentine) brigantine of war San Martin.

A laden balandra, 2 armed launches, two armed whale boats, French schooner of war Firmeza, beef boat, boat Atrevida, and a French balandra from Montevideo with stores, the others were from the northward. The three first named were in sight last night; one of them, the laden balandra, sailed this afternoon, supposed for Colonia, as also the beef boat.

The late Argentine brigantine of war San Martin, and gun boat Portejo, were taken in a dismantled state in the Arroyo de la China, by the Riverista Admiral Santiago Soriano, alias Chentope, in conjunction, according to his despatch, with a portion of the French naval force appertaining to Rear Admiral Leblanc. The French however hold the vessel. The San Martin now bears the flag of France, and is being refitted in the outer roads. We doubt not that her new masters will make a pet of her, in honor of San Martin, who was a French Saint, and a very fighting character.

5th. Three French launches returned to the outer roads from a night cruise to the southward. The Atrevido and a balandra sailed this evening, apparently for Colonia.

6th. The Firmeza and 2 armed whale boats sailed to the eastward.

7th. A schooner, hull down from the town, was observed N. W. this morning. Three French armed whale boats were despatched to her. Under this escort she came in the afternoon to the outer roads, with a French flag at her main, having doubtless been made a prize of. One of the prize small craft brought to the outer roads on 1st inst., the day of Louis Philippe, sailed this afternoon to the northward, with only two men. She has probably been restored in honor of the day above mentioned, having first despatched her cargo (wood).

8th. The French police of war Tetis, arrived from the northward, and sailed in the afternoon to the eastward, as also their beef boat from Colonia and sailed again. A French armed whale boat arrived this evening from Martin Garcia.

9th. A French armed whale boat sailed for Martin Garcia. The schooner captured on the 7th sailed to the northward.

10th. The Atrevido arrived during the last night, and a large armed whale boat from the Atalaya this morning. Immediately after the arrival of the latter, the blockading vessels hoisted their large "Sunday going" flags at the peak, and had besides a tri-coloured flag at the fore and mizen, and a French jack on the bowsprit. On hauling down the flags at sun-set, the Ariadne, Sapho and Camille, fired three guns each. The Forte sailed at 1 P. M. for the Atalaya.

Blue lights were burnt by the blockading vessels all last night.

We can scarcely believe that this display of flags and salute was to celebrate the Atalaya affair noticed at foot, and yet we are assured from good authority, that such is the fact.

We have not seen any French boats cruising in this neighbourhood since Sunday morning last. Several of them it seems have been employed off the Atalaya, from which quarter we have received the following intelligence.

On Saturday last, at 4 in the afternoon, the French brig of war Cerf anchored 2 miles N. E. of the mouth of the Atalaya. On Tuesday morning she captured a coasting schooner, and burnt another, the Pintoresca, both operations occurred about a league N. of the Arroyo del Saque. At 8 o'clock in the morning of Wednesday, arrived off the Atalaya the French schooner of war Ana. She immediately proceeded towards the French brig of war Lutin, who had made her appearance to the northward, having in tow two large French launches full of men. The Ana, Lutin and the launches, anchored soon afterwards close to the Cerf. At 9 o'clock the same morning, the French schooner of war Firmeza, and seven French launches were discovered. They anchored 7 miles N. of the mouth of the Atalaya. The appearance of such a formidable force created considerable alarm amongst the coasters in the Arroyo, and they endeavoured to get as far inside as possible. The major part of them have their cargoes on shore. Our advices come down to 4 in the afternoon of Wednesday, at which period no movement was observed amongst the French, but it is confidently said, they disembarked that night and took away from the Arroyo of the Atalaya six vessels, burning at the same time a zamacá, supposed the Restauradora, she being aground nearer to the mouth of the Arroyo than the other vessels.

This Cerf (Stag) has just arrived from France, and it is evident she has no fear of meeting with "Stag hounds" in this part of the world. The British have a Stag with three antlers somewhere on the Brazil coast, but it is not so wicked as this French two antler'd one.

Since writing the above, we hear that 15 French launches went into the Arroyo of the Atalaya on Thursday morning, and burnt 7 vessels;—they retired in consequence of the tide falling rapidly, and were expected to return to day to finish their work. There were only 15 militiamen at the Atalaya, and no battery,—The French had however one man wounded.

This day (11th inst.) completes the 410th day of the blockade.

Captain Herbert, of H. B. M's ship Calliope, gave a Ball and Supper on the 1st inst., at his House in the Calle de la Paz. Four rooms were fitted up on the occasion in the most splendid manner, namely, the ball-room, vocal and instrumental music-room, refreshment-room and supper-room. The flags of the Calliope were tastefully entwined and canopied, silver vases, bearing flowers fresh from the gardens met the eye in every direction, brilliant lights shed their lustre around, and

"—shone o'er fair women and brave men."

presenting a scene of surpassing grandeur.—The band of the Calliope was stationed in the court yard or *patio*, which was decorated with the flags of all nations, and each lady on her arrival was welcomed with music. The ladies were all in full ball-room attire.

Dancing commenced at 9 o'clock, and the contra dance, quadrilles, &c., continued without intermission until midnight, when supper was announced, which was 'served up' on a service of silver plate, and consisted of every delicacy that could be procured. The supper table was strewn with flowers. The table in the refreshment room was constantly replenished with the most choice pastry and sweetmeats. At 1 o'clock dancing was resumed, and continued until a late hour. At intervals between the dances, two young ladies, Doña Alisra Diaz and Doña Inocencia Garcia, favoured the company with some *arias*, accompanied by the Piano. They sung and looked divinely. The Calliope's band (stationed in the *patio*) accompanied the dancing. It was altogether a delightful entertainment, and many regretted when

"The glitter and the music of the ball,  
And sun-shine of bright eyes had past away."

There were present.

#### LADIES.

Doña Pascuala Belustegui de Arana, (lady of H. B. the Minister for Foreign Affairs,) and her daughter the Señorita Doña Mercedes; Doña Carmen Quintanilla de Alvear, (lady of General Alvear,) and her daughters the Señoritas Doña Carlota, Doña Juquina and Doña Virginia; Doña Pilar Spino de Guido (lady of General Guido); Señora de Diaz, (lady of Don Antonio Diaz, late Minister of Finance of the Oriental State of the Uruguay,) and her daughters Doña Alisra, Doña Fatima and Doña Micaela; Doña Justa Villanueva de Armstrong (lady of Thomas Armstrong, Esq.); Mrs. Macfarlane (lady of John Macfarlane, Esq.) and her niece Miss Helen Campbell; the Señoritas Doña Magdalena Thompson, Robustiana Frias, Indalecia Frias, Inocencia Garcia, Avelina Acha and Angela Saravia.

#### GENTLEMEN.

Don Felipe de Arana, Minister for Foreign Affairs; General Tomas Guido and two sons; Don Augustin de Garrigos, Under Secretary for the Home Department; Don Manuel de Irigoyen, Under Secretary for the Foreign Department; Don Bernardo Victoria, Chief of Police; Colonel Mariano Diaz, of the Marine Artillery; Don Antonio Mazza, late Minister of Finance of the Oriental State of the Uruguay; Don Migue de Riglos; Don Sixto Quesada; Don Juan Manuel de Larasabal; Don Luis Frias; Don Juan Frias; Don Tomas Osua; John H. Mandeville, Esq., Minister Plenipotentiary of Her Britannic Majesty; Don Gaspar José Lisboa, Chargé d'Affaires of His Majesty the Emperor of Brazil; Baron Picolet d'Hermillon, Consul General of His Majesty the King of Sardinia; John Harratt, Esq.; John Macfarlane, Esq.; Dr. James Lepper; several officers of Her Britannic Majesty's ship Calliope, and of the United States frigate Independence.

The Lima journal *Tribuna*, under the head "Slight sketches of events in the city of Lima after the Chilean army and its allies retired on the 8th November, 1833, towards the north," gives very interesting details of the circumstances which preceded and followed the downfall of the Protector, General Andres Santa Cruz, and his Peru-Bolivian Confederation. From these sketches it would appear that great excitement existed in Lima on the arrival of the news that General Santa Cruz was approaching that capital with his army. His partisans set no bounds to their joy, particularly when the allied Chilean and Peruvian army retired from Lima, which they did in good order, on the afternoon of the 8th November, accompanied by President Gamarra and a number of individuals who had embraced his cause, and were determined to share his fate. The behaviour of Gamarra on this occasion was calm and confident. A great crowd assembled in the afternoon in the Plaza de la Independencia, but order was not in the least disturbed. On the morning of the 9th, the city was reconnoitred by a few cavalry from Callao, sent by General Orbegoso. Various foreigners and others went out to meet and congratulate Santa Cruz. At night many excesses were perpetrated by the lower orders, and robberies committed notwithstanding the exertions of the citizens to prevent them. As it was generally bruited that Santa Cruz and his army would enter Lima on the 10th, the town was in commotion from break of day, and every means taken to inflame the populace by the adherents of Santa Cruz, in which foreigners it is stated principally figured. Ardent spirits were served out to the mob to excite them, so that by their acclamation when Santa Cruz should enter, it might be set forth as an ebullition of public opinion, but their vivas and other noises were so violent, that they overacted the affair. In the afternoon and in the evening, a concourse of people assembled on the Callao road, in expectation that Orbegoso would march in from Callao to join Santa Cruz, as had been given out would be the case, but the assemblage returned home disappointed.

On the 11th and 12th, a part of Santa Cruz's army quitted Lima, arrests and persecutions took place against those who had been favorable to the government of Gamarra, terror reigned, a loan of 300,000 dollars was decreed, and a general enlistment of all able bodied men from the age of 15 to 65. On the 14th, General Bermudez marched with his division. The sketches animadvert severely on this officer, and call him an infamous unnatural Peruvian. On the 30th, St. Andrew's Day, the birthday of General Andres Santa Cruz, there was a grand 'to do' at Lima. High Mass was celebrated with great pomp, all the public authorities attended. In the afternoon a banquet was laid out, at which orations were made, remarkable for adulation and meanness. At night there was a ball, the ladies who attended were chiefly the wives and daughters of his adherents. A few ladies appertaining to the class which was disaffected to the Protector were also present, which the Sketches account for by stating that they were obliged to make this sacrifice, and that the fair sex of Lima, although amiable in the extreme, are fond of novelty and admiration. Santa Cruz knew how to manage them, he addressed each lady in the most affable and obsequious manner. The foreigners in Lima entered into a subscription to have two grand balls, which took place in the old Chapel of the Inquisition, at intervals of 8 days. At the second ball, pasquins were dropped in the ball-room, and printed proclamations invoking the good feeling and patriotism of the Peruvians against their detestable oppressors.

The Sketches then enlarge upon the oppressions practised by the Protectoral government, giving the names of a number of the sufferers, averring that no man was safe from the fury of the government. The Protector's soldiers deserted too in considerable numbers from Lima. Things are thus brought down to the 24th December, on which day Santa Cruz quitted Lima. On the 13th January, news arrived of the action of 6th January, wherein he claimed a victory, and it was celebrated as such in the capital. On the 24th January, in the afternoon, it was currently reported in Lima that Santa Cruz had sustained a severe defeat, but no one could trace the foundation of the report. At 8 o'clock at night, he himself arrived, accompanied by his Minister Olaneta, Colonels Gil Espino, Solares, Pareja and Arriaga, Com-

mandant Morote, two Aids-de-Camp and 5 soldiers of his guard. Santa Cruz, greatly dejected and confused, went to the house of the President Riva-Aguero, and he was observed there to shed tears when recording an event so fatal to his ambition. That same night, he ordered in from Miraflores the column of troops commanded by Vigil, to protect him in the capital. At break of day on the following morning he set out for Callao, where his followers heard the news he had to communicate with the greatest consternation. He told the officers in command there that he was going to the southward to make other efforts, and if at the end of three months the arms of the Confederation had not gained a victory, he authorised then the surrender of the fortress of Callao. On the 25th, in the afternoon, a proclamation from Santa Cruz appeared in Lima. It was addressed to the Peru-Bolivians, in tenor, that the army had not lost all, that he could yet make a stand with the divisions of the Centre and the South, whither he was about to proceed, and called upon all to rally round him to drive the Chilean army from the land, and that it was better to perish than be subjected to Chilean despotism. Santa Cruz disappeared from Lima that same evening, viz.—25th January. General Trinidad Moran and a few officers, flying from one of the most complete defeats which has ever taken place, had by various roads arrived in Lima. Moran was appointed Governor of Callao. Some foreigners and others advised resistance, in order that the Conquerors should not enter Lima except over dead bodies. A quantity of persons were arrested and sent to Callao. Vigil's column remained in garrison at Lima. Santa Cruz's military officers in Lima, helped themselves to money from the public treasury, custom-house, &c.—many of them fled; and this state of things continued until the 17th February, when a portion of the Peruvian army of President Gamarra entered the capital, and the party of Santa Cruz became silent.

The official journal of General Santa Cruz, *El Eco del Protectorado*, attributes the defeat at Yungay to the accountable conduct of Colonel Guiltarte, who with 700 choice infantry, abandoned an important post without resistance, and that this dispirited the rest of the army.—"Certain it is," says the *Eco*, "that our infantry did not fulfil the expectations entertained from their valour and discipline, cowed perhaps by the treason or cowardice of Guiltarte, or that it was written in the book of fate that this disaster should happen." The defeat of the Chileans, adds the *Eco*, was thought to be beyond a doubt, inasmuch as every thing presaged an easy victory to the Protectoral arms. General Santa Cruz held the same opinion, and in one of his letters to General Rocafuerte, President of the Republic of the Ecuador, dated in July last, he speaks of his great resources, and ridicules the idea of the Chileans sending a second expedition to Peru, denominating it as a sort of madness on the part of the government of Chili. The *Eco* also observes that the army had to march 100 leagues in bad weather by forced marches in order to get to the Chilean army, and that their number was in consequence reduced by disease, fatigue, &c., and before they could recruit the foe was upon them. On the 26th January, Generals Miller and José de la Riva-Aguero, and various other individuals of the party of General Santa Cruz, finding that his cause was lost, embarked at Callao for Islay.

The *Mercurio* of Valparaiso, says that Santa Cruz accused Armaza and Guiltarte of treason in the battle of Yungay, but that there was no treason in the affair, they fought as well as they could, and Armaza sealed with his life on the field of battle his adhesion to Santa Cruz. Napoleon after the battles of Dresden, Leipsic, Hanau, Brienne, &c., issued proclamations, but they emanated from magnanimity and valour. Santa Cruz's imitation of them was full of trick and pantomime, he wanted abdication like that of Fontainebleau, but the farce would not go down, no one proffered guarantees for him, and he was obliged to "cut and run" to save his life and what he could of his fortune.

The *Mercurio* seems greatly displeased with the Captain of H. B. M's ship *Samarang*, for the means he employed to convey General Santa Cruz on board that ship. "We have a right," it says, "to expect that the affair at Islay will be noticed in an official manner, and the conduct of the Captain of the *Samarang*, commented on in the mode it deserves, and

which the honor of these countries have a right to expect. To disembark an armed force, and extend direct protection to the infamous Santa Cruz, violating the territory of Peru, is a serious affair. What right has an insignificant Vice-Consul to arrogate to himself equal immunities with those which appertain to a diplomatic agent of the most elevated rank? A Vice-Consul giving an asylum to Santa Cruz at Islay, under the guns of a ship of war of his nation, and making it respected by violating the Peruvian territory in the most insolent and overbearing manner—is this correct? It is a misfortune that many foreign agents, are from their prejudices totally incapable of forming an impartial opinion of these countries and their conduct to foreigners. They therefore lead their government into error, and the European press, from the accounts transmitted to it by foreigners, characterise the new Republics as barbarous, and their citizens as idiots."

On the 24th February, the Captain of the *Samarang* disembarked at Islay the marines and a part of the crew of that ship, and conveyed Santa Cruz on board, from the Vice-Consul's house, (Mr. Crompton,) with great honors, the Captain averring that he had orders from his superior officer to save the life of Santa Cruz, cost what it might. The latter had been pursued to the house in question by an officer and 10 or 12 lancers. The officer protested against the conduct of the Captain of the *Samarang* and the Vice-Consul."

The *Mercurio* of Valparaiso, from which we have compiled the above, is now admirably got up, with new type, &c.

The army of Chili have effected wonders during their late campaign in Peru, and will make a figure in the page of history. A considerable portion of their officers consisted of beardless boys, who in Lima were subjected to the scoffs of the mob, and to the sneers of many of those ycleped "the better orders." The battle of Yungay has given these youths ample revenge in confounding the scoffers. In the war with Napoleon, the same sort of ridicule was lavished on the youthful officers of our foot guards, when they embarked to campaign in Spain, but these striplings by their daring courage and enthusiasm attracted the admiration of friends and foes.

The celebration of the triumph over General Santa Cruz, and that of the Argentine arms at the Pago Iargo, took place as ordained by the decree of 26th ult., inserted in our last. The public offices, theatres and town, were illuminated on Saturday evening, and rockets discharged from the Plaza de la Victoria. On Sunday, High Mass and Te Deum were performed at the Cathedral Church, in presence of the Minister for Foreign Affairs, (who officiated for H. E. the Governor), the civil and military authorities, and a numerous congregation. During the celebration of Te Deum, a salute was fired from the fort, the battery near the Retiro, and the National brig of war Eloisa at the Boca. The bells of the Churches were also rung. The infantry regiments, Guardia Argentina, Restauradores, Patricios, and Marine Artillery, with their bands, as also a squadron of cavalry, (Abastecedores), were drawn up during the ceremonial, from the Cathedral to the private residence of the Governor, and made a good appearance. In the evening the illuminations were repeated.

The Coffee-house *Armonia*, late that of the *Catalanes*, was re-opened on Saturday last. A band of music performed in the patio of the establishment on that evening in celebration of the event.

"Coals are coals" now a days in Buenos Ayres. The blockaders however seem to have plenty of them, judging from the quantity of smoke from their kitchens every morning.—They have fine times of it, lying snugly at anchor with good beef, good soup, and little to do. We have a good mind to be spiteful, and insert the whole of a wicked parody we have received, which commences—

"The French they would a blockading go,  
Heigh oh, says Rowley,  
Whether Mamma would let them or no,  
With my roley poley gammon and spinnage,  
Heigh oh, says Antony Rowley."

*From the New York Advertiser and Express.*  
THE ACHIEVEMENTS OF STEAM.

(Continued from our No. 662.)

The Pillars of Hercules are no longer to be rounded by steam power in the steam ship alone, but the day is rapidly coming when the Dalmatian even can fly athwart the domain of Austria, and through the passes of the Alps to Havre, in the train of the locomotive engine, when the steam-ship will bring him in a few days to the empire city of the New World. Old Greece and young America are thus to be neighbours. Asia and America are thus, as it were, to shake hands. England, Old England,

"Whose march is o'er the mountain wave,  
Whose home is on the deep,"

holding the Trident of Neptune,—with her steam-ships, and her navy and wealth, and her colonies, is to be aggrandised the more by this power of steam. Hindostan, and the Indies—her provinces in the Eastern and the New World, she has brought home to England.—The space and distance of Quebec, and New South Wales, and of Bombay, is annihilated at once. The Sirius and the Great Western success has demonstrated all this,—and England is now in the mania of an intoxication of joy from this new discovery of her power.

What a clash of opinion there is now to be! What a ringing of conflicting thought!—How Truth and Right can now stretch their gigantic strides,—with the whole earth thrown open to them by steam,—the locomotive annihilating the cordon of thought, and the steam-ship bringing together disjointed Continents.

The World will become more Conservative from the very precipitancy of Society in change, as Society in London is more aristocratic than in Paris, from the very fact that England is freer than France,—the aristocracy thus making up in the social circle what they lose in the political. What Reform, then, the World works is not brought by appeals to men's Heads, and not their Hearts. We shall move slow but sure. Force being disarmed, Reason will have more Empire. Logic is to be the *Catapult* of the Age. Argument, Time, Experience, Comparison, are to do men's cannonading. Such are but a part of what we look upon to be the achievements of Steam.

STEAM SHIPS OF WAR.

*From the New York Journal of Commerce.*

It is probably known to most of our readers, that the writer of the annexed letters, Junius Smith, Esq., was one of the most active and efficient promoters of the enterprise which has resulted in the establishment of Steam Navigation across the Atlantic. He is an American by birth, (from Litchfield, Conn., we understand,) but has resided many years in England. His ideas on the subject of masts for steam-ships, we dare say, are correct, in a certain sense important; but we wish especially to call the attention of our readers to that part of the second letter which urges the indispensable necessity of steam-ships of war, as a part of the naval force of every nation which pretends to be a naval power at all. On this subject Mr. Smith expresses himself strongly, but, in our opinion, not a whit more so than the truth and future experience will warrant. It is a satisfaction to know, that this sheet will go into the hands of many members of Congress, including some of the committee who have under consideration the expediency of constructing "one or more" steam-ships of war for the American navy. We hope and trust, that a due consideration of the subject, especially taking into view the great extent of our coast, and our exposed-ness to sudden invasion in case of war with any first rate naval power, will lead them to recommend the immediate construction of at least six steam-ships for the navy; and even then England and France will have four or five such

ships where we shall have one. Unless we bestir ourselves in this matter, we are destined to get a terrible drubbing, whenever we shall be so unfortunate as to come into collision with either of the powers just named. Already they have each some 20 or 30 steam-ships of war, and are rapidly adding to the number. The alternative is presented to us, whether we are prepared to abandon the element on which our flag has hitherto floated so proudly, or whether we shall move efficiently in the direction here indicated. On this question, what American can hesitate for a moment? We have vast commercial interests to protect; cities and villages to guard against invasion; national honour which must not be sacrificed; naval glory which must not be tarnished. At present, as against the steam-ships of England and France, we have no navy; or at most, but a single ship. The question is, how shall we have a navy?

The letters of Mr. Junius Smith, are dated London, in September and October last, wherein after arguing that masts to steam vessels are worse than useless, he says—

It may seem premature, perhaps officious, to speak of the power of the sword, to measure the force of nations, and to weigh in our hydrostatic scales the fortunes of empires, but the thing throws itself upon us in such bold relief that it seems impossible to conceal it. We are compelled, whether we will or not to trace the outlines, to bring the subject under review, and to anticipate the mighty effects of steam power upon the destinies of nations.

Whatever nation, England, France, or America, and I think it will be one of the three, has the largest and greatest number of steam-ships of war, will command the Ocean. Nothing can prevent it. In estimating the relative force of antagonist fleets, the inquiry will not be how many frigates or how many line-of-battle ships were engaged; but, how many steam-ships. It will be felt at once, that the power of the fleet depends upon the latter. Those who were spectators of the last continental war will remember, that, notwithstanding every effort was made and enormous expense incurred by the Transport Board to meet the urgent demands of the army, yet such were the delays arising from head winds, tempestuous weather, detentions in port, and long passages, that the sufferings of the army were sometimes appalling and its operations crippled. In war, the facility of transportation is tantamount to victory. If a fleet of 20 steam-ships can transport an army of 25,000 men to the American coast in fifteen days, and to the continental ports in a time less in proportion to the distance, the army can land when and where it pleases. There is no detention in port, no delay in the passage, no hovering upon the coast with light and baffling winds, and thus afford time for the enemy to collect the means of defence; but the steamers push at once into port, and are in possession of their object before the enemy can be aware of its danger. The transportation of the munitions of war and the victualing stores is scarcely less important than that of the army itself. The great magazines will always be at home, whence daily supplies will be drawn with the same ease and regularity as if they were in the vicinity of the camp.—The celerity of communication and its absolute certainty supersede the necessity of accumulating stores in a foreign country before they are wanted.

But the greatest triumph of steam power will be seen in those tremendous naval engagements which, hereafter, will settle and establish the sovereignty of the seas. Such is the locomotive power of a steam-ship that she can place herself in any position in reference to the enemy; can run down from the leeward to the windward upon the bows or stern of a sailing man of war, and, with broadside after broadside, riddle her fore and aft, annihilate the crew, and leave in her scattered wrecks an undeniable evidence of

the irresistible power of a steam ship. I know it will be said, that the paddle-wheels of a steam ship are liable to be shot away, and, thus disabled, she may become herself a prey to the enemy. But is she as liable to be disabled as a sailing ship? Suppose a shot were to pass through her paddle-box, it is not destroyed, and may not be materially injured; but if it were utterly destroyed, the ship is not disabled; she can work with one wheel. You must, therefore, destroy both wheels before she is disabled. How is it with a sailing ship? Dismast her, and her power is gone: she is a lost ship. The argument, therefore, regarding the danger of her being disabled, is vastly in favour of the steamer. She has no masts, and you must imagine her rash enough to expose herself unnecessarily to the enemy; and that, too, in such a manner as to give him an opportunity of carrying away both paddle-wheels whilst his own masts are unscathed and entire, before she is disabled.—Not a very likely thing, when we consider that the steam-ship, by virtue of her locomotive power, can always approach the enemy or draw off, when a sailing ship cannot do either. The power of sails is perfectly useless, and the sailing ships go into battle like so many dismasted ships, the sport and plaything of the lively steamer.

If a steam man of war has occasion to board her enemy, she manoeuvres not, waits not the favour of a wind, but darts upon her prey at any point she pleases, and her combatants march over the bridge of her own deck into the camp of the enemy.

The boilers of a steam-ship of war ought to be below the leaded water line, and, therefore, perfectly secure from the effects of shot. The resistance of the water would effectually prevent the shot from penetrating, whilst the even keel of the steamer would give her a point blank shot at her enemy.

Think for a moment of a sailing ship of war, no matter how many guns, chasing a steamer, no matter how few; the longer she chases, the further she is off; until, if it were possible to fall in an uninterrupted circle, the steamer, in the very act of running away, would overtake her pursuer. Reverse this picture and fancy you see the steamer bearing down upon the 74 under full sail. Can the latter quicken her speed? Can she fly in the face of the wind? Can she escape before it? Has she the slightest chance of evading combat? Can there be a doubt of the result? When we consider steam power in time of war carried out in all its multitudinous ramifications, what merchantmen can escape capture? What harbour afford shelter? What village resist plunder? What city, destruction? What country, invasion?—Steam power alone can cope with steam power, and, therefore, the relative force of nations can be measured by no other scale. Hence we see all the maritime nations upon earth reduced to the same level, and the work of destruction upon a large scale must begin afresh. All the existing navies of the earth are not worth a peppercorn. They will neither augment nor diminish the power of a nation in any future maritime warfare. We may just stand upon their ruins and witness kingdoms, empires, and republics, all starting anew in the career of naval achievements and pressing forward towards those grand results which wait upon superiority. Nothing but a steam power navy, in the present advanced state of steam navigation can protect itself, much more a nation, from insult. It would seem, therefore, preposterous and absurd for any nation to exhaust its resources upon so useless and lumbering a thing as a sailing ship of war. The apathy with which this great subject is regarded in high places, if indeed it be regarded at all, is quite surprising. But the time is hastening on when its power will be felt.

England, in all the spreadings of her vast empire; over universal commerce; great in arms, and great in peace; England, first in moral excellence, in mechanics, in manufactures, in literature, in the arts, in opulence, in every thing which exalts and adorns a nation, and I may be permitted, after a residence of thirty years in her metropolis, to say all this and a thousand times more; England, even with all this radiance encircling her Crown, is at this moment more exposed than any other nation to the ruthless hand of the invader. It is not enough that she has strength to crush invasion, she wants the power to prevent it. That she can never have without a Steam Navy.

**MERCHANT VESSELS**  
In the Port of Buenos Ayres, on 6th of May, 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.

Corvette Camille, 20 guns, Commandante Pierre Louis Hemenegilde Guillemin.  
(Capitaine de Corvette.)

**BRITISH.** Ship Calliope, 28 guns, Captain Thomas Herbert.



## MARINE LIST.



### Port of Buenos Ayres.

May 4.—Wind S. S. E.

No arrivals or sailings.

May 5.—Wind E.

Arrived, Oriental packet schooner Eufracia, Manuel Soriano.

Oriental packet schooner Rosa, Juan Bautista Schiaffino, to C. Galzano.

Oriental packet schooner Relampago, Antonio Mascardi, to Vicente Rosa.

United States schooner (Tender) Star of the South, Past Midshipman Stephen Dodd, Commander,—all from Montevideo 4th inst.

The above three packets brought 42 passengers.

May 6.—Wind N.

No arrivals or sailings.

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

No arrivals.

Sailed, Oriental packet schooner Eufracia, Manuel Soriano, for Montevideo.

United States schooner (Tender) Star of the South, Past Midshipman Stephen Dodd, Commander, for Montevideo.

Passengers, the following officers of the United States frigate Independence, (inserted in our last by mistake as having sailed in the Tender on 30th ult.), Lieutenants Pope and McBlair, J. G. McBlair, Secretary to Commodore Nicolson, and Assistant-Surgeon Smith. As also Mr. Amory Edwards.

May 8.—Wind N.

Arrived, French polacre of war Tetis, from the northward, and sailed in the afternoon to the eastward.

May 9.—Wind N. N. W.

No arrivals or sailings.

May 10.—Wind N. N. W.

No arrivals.

Sailed, French schooner of war Forte, for the Atalaya.

### Shipping Memoranda.

#### ARRIVED AT MONTEVIDEO.

25th ult., Sardinian brig Indiana, from Rio Janeiro 10th ult., to Zumsaran and Treserra.

26th, Sardinian brig Corco, from Santa Catalina 19th ult., to Perez.

#### ARRIVED AT VALPARAISO.

March 2nd, 1839, Danish ship Woden, Bendixen, from Santos 42 days.

" H. B. M.'s brig Sparrowhawk, from Rio Janeiro 55 days.

" British barque Francis Barclay, from Liverpool 108 days.

" British barque Circassian, Kirton, from London 111 days.

3rd, Danish ship Dan, from Santos 37 days.

4th, British brigantine Courier, from Liverpool 82 days.

6th, American schooner William Gardner, from Baltimore 120 days.

15th, American brig Canada, Mickle, from Baltimore 98 days.

19th, Hamburg barque Pilot, Peterson, from Hamburg 130 days.

23rd, American barque Pearl, from Boston 93 days.

24th, British barque Venus, from Liverpool 90 days.

" Prussian ship Princess Luisa, from Hamburg 96 days.

26th, British brig Pearl, from Liverpool 125 days.

27th, Hamburg ship George Canning, from Hamburg.

" Danish ship Cimber, from Cadiz 80 days.

### VICTORIA THEATRE.

On 3rd inst., was performed the Troubadour. We did not attend, not being aware there would be any performance.

On 4th, *Marcela*, or which of the three.—Between the 1st and 2nd acts, the *Maestro de Capilla* was sung by Señor Vacani. Between the 2nd and 3rd, the *duo Posto Abandonato*, by Doña Justina Piacentini and Señor Vacani. The evening's amusements concluded with a repetition of the Rondo and Chorus from the *Ce-*

*nerentola*. Prices of boxes, pit and cazuca seats, and entrance.—*Double*. Justina made a much greater impression than on her first appearance, her voice was more equal.—She sang and acted in the *Posto Abandonato* very charmingly. The polished ornaments she introduced in the Rondo, were again rapturously and deservedly applauded. The higher and lower accents of her voice may not possess overpowering strength, but they are at least perfect, and she is so complete a mistress of her art, that she ventures and succeeds where others would be overwhelmed. She has the advantage here of singing in a more capacious Theatre, and with a more numerous orchestral accompaniment, than she has lately been accustomed to. Vacani was as droll as ever. The house was thronged, every box having been long previously engaged. Who shall say that the Buenos Ayreans are not a musical people?—The company who attended the boxes at the preceding operatic representation, (who were noticed in our last,) were also at this, with various additions, including Don Marcus Agrelo, lady and daughter, Señora Ramos and two daughters, &c. &c.

On 5th, a drama founded on a travelling anecdote of the Emperor Joseph II., of Germany. It was not advertised in the papers.—(The Managers take great care that those who live at a distance shall be uninformed in this respect.) The pit and cazuca were well attended.

On 7th, 'Paul and Virginia.' We were not present.

On 9th, *Pelayo*. The hero of the piece was personated by Señor Ximeno, at times respectably; but altogether it went off rather tame. The house was well attended, the pit and cazuca were quite full.

Señora Piacentini, Señor Vacani, and Señor Marinangeli, (the latter new to the boards of Buenos Ayres,) are to sing this evening at the Victoria.

A Correspondent has told us the following lines, addressed to a young Lady, who sat in the boxes of the Victoria Theatre on Saturday evening last.

*Sonnet to the Señorita Doña*

" Those dark black eyes, so shining bright,  
Dispense their rays like summer light;  
And shining like the radiant Sun,  
They quicken all they light upon.  
If love exerts its soft control,  
They speak the language of thy soul;  
If pity—gentle pity sways,  
They're like the Sun in Winter days,  
When bursting thro' the gentle showers,  
It decks with crystal drops the flowers,  
If mild religion claim thy thought,  
Those eyes with heavenly lustre fraught;  
So Saint like—they a language tell,  
'That might convince an infidel.'

THE WEATHER during this week has been fine, Thermometer 54 to 66.

Oranges have within these few days made their appearance in the market, and are tolerably plentiful.

'Ascension Day,' (9th inst.) was kept as a close holiday in Buenos Ayres.

Captain Herbert, had on Monday last, 6th inst., a dinner party on board H. B. M.'s ship *Calliope*, at which were Mr. Mandeville, Minister Plenipotentiary of H. B. Majesty; Captain Du Haut Cilly, Commodore of the French blockading squadron off this port, and a number of French officers.

The *Calliope* saluted with 15 guns on Mr Mandeville's going on board.

*Lines sent by a Surgeon, with a box of ointment, to a Lady who had an inflamed eye.*

" Thy doctor's kindest wishes e'er attend  
His beauteous patient, may he hope his friend;  
And prays that no corrosive disappointment  
May mar the lenient virtues of his ointment;  
Of which, a bit not larger than a shot,  
Or that more murderous thing, 'a beauty spot,'

Warned on the finger by the taper's ray,  
Smear o'er the eye affected twice a day,  
Prof'it not gold—I swear by my degree,  
From beauty's lily hand to take no fee;  
No glittering trash be mine, I scorn such pelf,  
The eye, when cured, will pay the debt itself."  
*The Mirror.*

### Advertisements.

#### HIDE ROPE.

THE Undersigned original inventor of the hide rope, solicits the attention and patronage of the Commanding officers of men of war, owners and captains of vessels of all nations, for his manufacture established in Buenos Ayres, with an exclusive privilege granted by the Superior Government of the Argentine Republic.

For further particulars apply at the Store, No. 29, on the beach, opposite the landing place of Buenos Ayres.

Orders left there for any quantities will be attended to and fulfilled in a very short time.

MANUEL LORENZO AMARAL.

#### WANTED.

A Young person as an Apprentice to the Millinery and Dress-Making business. Apply at Miss Miles's, No. 43, Calle de Corrientes.

#### 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.

#### O.V. SALE.

At No. 140, Calle de la Piedad.

OLD Bottled MADEIRA WINE, in cases of 3 dozens each; also a small quantity of good Flannel, Copper Stills, &c. m9 ft.

#### For Passengers only.

THE FIRST RATE BRITISH BARQUE

#### CHALCO.

WILLS, MASTER.

Now loading at Montevideo for Liverpool, has splendid accommodations for passengers, and will sail from the 15th to 20th instant.

Apply to CHARLES TAYLEUR & Co.

In Montevideo or Buenos Ayres.

May 7th, 1839.

#### PRICES CURRENT.

All the prices of gold and silver to be taken as nominal.

Doublons, Spanish	250	a	dollars each.
Do. Patriot	248	a	do. do.
Plata macuquina	134	a	14 do. for one
Dollars, Spanish	144	a	15 do. each.
Do Patriot and Patacones	144	a	14 do. do.
Six per cent Stock	52½	a	53 do. per ct.
Bank Shares	none		
Exchange on England	4	a	pence per dol
Do. Rio Janeiro	500	a	nominal.
Do. Montevideo	15	a	15½ per patacon
Do. United States	123	a	per U.S. dollar
Hides, Ox, best	37	a	38 dls. p. pesada
Do. country	29	a	32 do. do.
Do. weighing 23 to 24lbs	32	a	33 do. do.
Do. salted	30	a	31 do. do.
Do. Horse	12	a	13 do. each.
Natria Skins	4	a	4½ do. per lb.
Chinchilli Skins	50	a	55 do. per dozen
Wool, common	10	a	14 do. per arr'ba
Do. picked	25	a	26 do. do.
Sheep skins per dozen	18	a	20 per 27lb.
Calf skins per dozen	27	a	30 do.
Deer skins per dozen	11	a	12 do.
Hair, long	70	a	72 do. per arr'ba
Do. mixed	32	a	35 do. do.
Jerked Beef	18	a	20 do. quintal.
Tallow, molted	15	a	16 do. per arr'ba
Horns	150	a	300 per mil.
Flour, (North American)	none		
Salt, on board	none		
Discount	1½	a	1½ pr ct. pr. 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 4 pence. The lowest ditto 4 pence.

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ALEXANDER BRANDER, Responsible Editor.