

British Packet

AND

ARGENTINE NEWS.

N. 669.]

BUENOS AYRES, SATURDAY, JUNE 15, 1839.

[Vol. XIII.]

BUENOS AYRES.

It is currently reported that the blockade of Mexico has been raised, and that the dispute between France and Mexico is amicably arranged.

In the discussion in the House of Commons on 19th March, relative to the blockade of Mexico and Buenos Ayres, *Tory, Whig and Radical*, joined in censuring the proceedings of the French government as it regards South America. Sir De Lacy Evans, related to the House an observation which had been made to him a short time previous in Paris, by one of the most influential Statesmen in France.—That Statesman warned him against the indiscriminate application of the words "France" and "French Government," which was a common error in England. Count Molé's sentiments were by no means to be understood as the sentiments of the bulk of the French nation, "The Globe" and "the Morning Chronicle," Ministerial journals, seem to agree in this view, for they both consider that the late change of Ministry in France, will be followed by a change in the foreign policy of that nation.

From the *Atlas*, March 30th, 1839.

The Paris papers of Wednesday state that dissatisfaction is very generally and loudly expressed throughout France, at the obstinacy and tergiversation of the King, who, for many weeks past, has been negotiating in succession with the heads of all the parties in the state, and has contrived to offend all, without succeeding in his objects. Failures are taking place in the commercial cities to a great extent, and much alarm is beginning to be exhibited as to the probable results, unless a ministry is speedily formed. On Wednesday M. THIBAU (to whom the King has a personal dislike) was sent for to the Tuileries, and entrusted with the formation of a cabinet on the principles laid down in the programme presented to his Majesty by Marshal SOULT; but he declined being the President of the Council, expressing his willingness to serve as Foreign Minister under the Marshal as head of the administration. The latter had expressed a positive determination to abstain from any further interference in the business; but efforts were being made to induce him to change his mind.

Operations of the French blockading vessels.

8th inst. The French schooner of war *Beclair* arrived from the eastward, and armed boat *Atvedo* from the northward. The *Ana* and 3 launches got under way about 10 A. M. and were to the east, N. of the *Recoletos*, where a balandra inward bound had during the last night got aground, near the Quins of H. E. the Governor. The launches boarded and set fire to the balandra, during which operation they were fired upon with musquetry from the beach, by some detachments of infantry of the Guardia Argentina and Marine Artillery. The schooner *Ana* and the launches returned this fire with great guns and small arms. Whilst the balandra was burning, and the French in

the act of retiring, two six-pounders arrived from the *Retiro*, and opened a fire of grape shot upon the French craft. Had these guns arrived sooner, it was thought they might have prevented the French from setting fire to the balandra. There was a good deal of firing on both sides and no mischief done, at least on shore, and we hear the French did not sustain injury. The *Ana* fired round and double-headed shot, several of which were picked up on the shore. Previous to the arrival of the French, a considerable portion of the balandra's cargo had been landed, and after their departure more was taken out and the fire partially extinguished. It being Sunday, a number of equestrians proceeded from town to the scene of action. The *Ana* and her companions, the launches, returned to the outer roads this evening. A small ketch with cargo escaped their vigilance, and arrived and discharged cargo.

10th. The *Kelair*, *Ana*, and the French balandra, which arrived on the 8th, sailed N. E. Two of the blockaders armed whale boats arrived from Colonia.

11th. The French schooner of war *Fiermeza* arrived from Martin Garcia, one of their launches from a cruise, and a balandra, supposed a prize. Their reef boat also arrived from Colonia and sailed again. A ketch inward bound, got aground last night beyond the Governor's Quins; her cargo was all discharged this day under the protection of about 400 men, consisting of infantry, artillery and cavalry, who promptly assembled on the occasion. The French offered no molestation. We did not witness this affair nor that of the 9th. We have however been informed and requested to notice that the troops evince infinite spirit and enthusiasm.

12th. The balandra mentioned as having arrived yesterday, sailed to day in the direction of Montevideo.

13th. Two launches were cruising last night off Point Quilmes, and were observed this morning returning to the outer roads. The *Atvedo* sailed to the northward.

14th. Nothing new.

This day (15th inst.) completes the 445th day of the blockade.

TO THE EDITOR OF THE BRITISH PACKET.

SIR,

I beg leave through the medium of your journal, to inform the Editor of the *Montevideo Revista*, that I had not the honor of attending the banquet at Mr. Hunt's Hotel, on St. George's Day, as represented by his Correspondent in this City; who appears to have as little regard for decency as he has for truth.

I remain,

&c. &c.

B. C. FOSTER.

Buenos Ayres, June 13th, 1839.

Official Documents.

¡VIVA LA FEDERACION!

Treasury bills in circulation on 1st inst., 4,419,600 dollars.

A note dated Monsalvo 9th inst., addressed to the Government, from José M. Otamendi, states that the Government having appointed him Justice of Peace of the district of Monsalvo, for the present year, he is desirous of making

a donation of the salary appertaining thereto for the benefit of the State.

The Government replied to the above on 18th ult., accepting the donation, and expressing its thanks.

A note dated 2nd inst., from the Rev. Martin Boneo, returns thanks for the donative, &c., with which he had been honoured by H. E. the Governor, for the discourse he had delivered at the Cathedral on 26th May last, the anniversary of the Independence.

Concepcion, May 21st, 1839.

30th year of the Liberty, 24th of the Independence, and 30th of the Argentine Confederation.

To H. E. the Governor and Captain General of the Province of Cordova, Don Manuel Lopez.

At 9 o'clock on the night of the 10th inst., I received Your Excellency's despatch of the 13th, and immediately forwarding the correspondent orders to Major Domingo Merles, of the regiment of hussars of the guard, as acting Commandant of the frontier of Santa Catalina, in order that he should immediately on receipt of them, place in *Capilla* the criminal guilty of High Treason, the barbarous unitarian Pedro Nolasco Rodriguez, and that affording him all spiritual aid, cause him to be shot this day at 11 in the morning, in the plaza, in front of the regiment and of the company of Civicos.

This officer punctually complied with his orders, and the aforesaid criminal, guilty of High Treason, the barbarous unitarian Pedro Nolasco Rodriguez, was executed at the hour and in the form indicated.

God preserve the important life of Y. E. many years.

JEAN PABLO SOA.

The *Gaceta Mercantil* of 11th inst., contains notes on various subjects, with projects of law, &c., addressed to the House of Representatives of the Province, for its consideration, by the Committees of Finance and Legislature of the House.

A note dated Rosario 5th inst., from General Juan Pablo Lopez, Governor of Santa Fé, to the Governor of Buenos Ayres, annexes the copy of a despatch from Major Jacinto Andrade, giving an account of a victory he had obtained over a body of Indians.

The despatch is dated Monte de la Capibara 10th ult., and states that with a detachment of 50 men, he, Major Andrade, had sought out and attacked the Indians, and killed 38 of them, amongst whom was the Cacique Valentin Santeyan, well known for his villainy and crimes.

The detachment also took prisoners 116 persons, squaws, children, &c., and rescued six Christian captives whom the Indians had taken, including the daughter of Don Francisco Lopez. There also fell into the power of the victors 205 horses, &c. The affair happened on the 10th ult., and the only casualty sustained by the detachment, was Corporal Pedro Escalante, slightly wounded by a dart. Major Andrade adds, that by the gallant conduct of the detachment, the North of the Province of Santa Fé has been cleared of the horde of savages who had infested it.

The Governor of the Province of Santa Fé, under date Rosario 13th ult., addressed a letter of thanks to Major Andrade and his detachment, for their gallantry in the above-mentioned affair.

From the London Times, March 22, 1839.

Our French neighbours have no shadow of right to speak or feel resentfully against this country because of the commentaries which are prevalent here on the subject of the treatment experienced by the feeble states of the American continent from the government of Louis PHILIPPE. It is in no spirit of weak jealousy that the British merchants have signed petitions to Parliament for the better safeguard of their trade from injury, or that members of the House of Commons, on behalf of their suffering constituents, have pronounced such wrongs to be the world, as originating in the oppression of third parties—namely, the republics of Mexico and Buenos Ayres—through the arbitrary measures of a Kingdom which, like France, is so much an overmatch for them, that they really ought to be ashamed to take advantage of her enormous power, and to inflict on these weak states a series of grievances which, with nations more nearly on her own level, she would consider twice before she ventured to practise.

The merchants of England, their representatives in Parliament, or even the organs of public opinion in this country, whose course of action is naturally the freest of all, have not gone out of their way to defend such weak states as Mexico or Mexico against their French trade-masters. They have not needlessly meddled with a dispute wherein they had no concern.—But it is against wrongs perpetrated upon the peaceful rights of English merchants, and against unprovoked and intolerable obstructions thrown across the path of her national commerce, that the voice of her injured subjects has been raised, and the protection of her government demanded.

War between any two belligerents is generally detrimental to the interests of the neutral world, exposing neutral nations to a variety of distressing interferences and accidents, which are tolerated only because they flow unavoidably from the very nature of open war, even when exercised in strict accordance with its known and admitted usages.

The right of blockade, analogous to the right of siege, is one of these sources of inconvenience and embarrassing powers, and the most vexatious of them all. It prohibits all traffic with the blockaded port, and must be felt as a peculiar hardship on maritime states hitherto carrying on an extensive and unoffending commerce with such a port, but is more especially provoking when enforced by a Power whose own trade does not materially suffer from the interruption of that heretofore enjoyed by other countries with the blockaded city.

However, the worse case imaginable, and the least to be endured by neutral Powers, is where grounds exist for believing that a strong state picks a quarrel with a feeble one for the sake of getting up a colourable pretence to institute blockades and other modes of persecution against this defenceless neighbour, which react perniciously upon the welfare of other nations, but from the effect of which the aggressor herself and her subjects escape with absolute impunity.

British merchants and statesmen will not be slow to discover how much of this last hypothesis has been exemplified in the harsh and overbearing conduct of France towards the minor American republics.

The history of French frankness and good faith towards Buenos Ayres, as stated by Lord SAXTON, and traced down from the year 1821, is not a little curious. It came to the knowledge of Mr. CANNING that the French government, in the year 1821, had undertaken against the Rio de la Plata, and wanted to establish a Bourbon dynasty on the throne of Buenos Ayres! Mr. CANNING demanded thereupon an explanation, and his "hon." friend, Mr. CHATELAIN, the Minister of France, positively disavowed the reality of such a project, letting it however ooze out of him afterwards (being somewhat porous, where his vanity was concerned) that his disavowal had no sort of truth in it, though much the description of that which assumes and disgraces the name of "diplomacy."

On pleas and pretences equally frivolous is founded the whole aggressive policy of France towards the Mexican Republic, while its consequences to British commerce and industry are far more widely injurious, and to British independence more galling. She has attempted to

impose upon Mexico, as upon Buenos Ayres, conditions and exactions of a commercial nature, "under the pretext of redressing individual wrongs." All this she was indeed at liberty to attempt by negotiation, since there is no proposal, however unreasonable or ridiculous, that may not be submitted by one government to another without violating the law of nations. But to go to war for the enforcement of a manifest injustice, to proclaim the blockade of some harbours or leagues of coast, as the penalty for non-compliance with a rank iniquity—to threaten and vex the commerce of all maritime nations, because one small state has the courage to resist a gross and flagrant wrong—to represent that blockade as a hindrance upon neutral powers, when, in fact, by reason of the inadequate force employed, it is not a legitimate blockade at all, according to the recognized law of nations—these acts of the French government are so many grievous offences against national right and justice, so far as they affect the Mexican Republic, which has long since been received into the community of civilized states, and maintained under many difficulties an international intercourse with them.

Peace is a good thing, no doubt. Peace with France is a thing extremely desirable. But if she vouchsafes to us only the name of peace—if she "utters" England as a confederate, but takes the friendly and familiar freedom of railing our merchants, undermining our maritime ascendancy, and insulting our political reputation, we must for the sake of English interests and English honour beg to repudiate such friendship.

In a recent discussion in the House of Commons upon the "navy estimates," Capt. Lord Ingestrie, animadverted upon the economy which had been introduced into the Navy, through the speeches of Mr. Hume, which in his Lordship's opinion, had mainly caused the present depressed state of the Navy. His Lordship during the debate denominated Mr. Hume a "skinflint" and "cheese-parer-general to Her Majesty." These epithets called up Mr. Hume, who declared he would rather have those names applied to him than he should deserve the name of "skinflint," which was applied to many in the sea service. The assertion of Lord Ingestrie, and the reply of Mr. Hume, caused great laughter in the House.

Lord Ingestrie in his speech upon the Navy estimates, said—

With respect to the manning of ships, which was a point on which naval officers were perhaps better able to talk than on political questions, he was one of those who thought that every ship going to sea should be ready to go into action the very next moment she got out of harbour, should she meet an enemy. (Hear.) Every ship ought to have her guns properly manned. (Hear.) About two years ago he was in command of one of those delightful ships called "jackass frigates." They were supposed to be the best manned ships in the service; the complement was 160 men. But, owing to an order made by Lord Auckland, he believed, that complement was materially changed in character. The 100 men included every creature on board; and, after allowing for midshipmen, schoolmasters, and others, all the hands he had for a watch was 85 or 36. (Hear.)—He would ask any officer if that was a sufficient number of able seamen to man a ship of 600 tons, knocking about sea, and taking into consideration the chances of sickness and accidents? (Hear.)

TO THE EDITOR OF THE BRITISH PACKET.

SIR,

If you think the following lines worthy your notice, you will oblige the writer by inserting them in your respectable periodical.

A KISS.

While some may from the sparkling glass,
Or other pleasures as they pass,

Derive their earthly bliss;

Mine from a woman's lips I dash flow,
My hope of happiness below

Is bound up in a kiss.

When lovers lips first learn to meet,
When heaven directs warts the sweet,
And virtue crowns the bliss;
What ecstasy each fibre fill,
'Tis then indeed we feel the thrill—
The rapture of a kiss.

Ah! if I might for ever sip,
The nectar from a woman's lip,
I'd breakfast never miss;
On other viands never think,
But make my dinner, and my drink,
And supper on a kiss.

How soft must be the dying bed,
When beauty's breath supports the head!
Say—what is heaven to this?
To die away in life to death,
Breath on her lips the latest breath—
And dream upon a kiss.

ANONYMOUS.

Buenos Ayres, June 12th, 1839.

We admire the enthusiasm of our Correspondent, who would breakfast, dine and sup on kisses, but we should recollect the lines of the Poet Moore.

But life's blooming
Must not be given,
For not even Love,
Can live on flowers."

Advertisements.

NOTICE.

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

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 at Buenos Ayres, with an exclusive privilege granted by the Superior Government of the Argentine Republic.

For further particulars apply at the Store, No. 25, 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.

NOTICE.

SUPERIOR Spanish Cigars, on sale at No. 54, Calle del 25 de Mayo, wholesale and retail.

NOTICE.

SHERRY WINE, bottled in Spain, in cases of 3 dozen each, of the best quality and fine flavor, for sale at No. 43, Calle Maypu.

PLANTS & SEED.

THE following may be had of Mr. Steadman, opposite the Cathedral, 2 Spanish chestnut trees, in bearing, at \$25 each; 5 do. smaller, \$10; Box edging at \$2 per var. (each var. of which when properly replanted will yield three or four years); Grape vines in full bearing, at \$10 each; and fresh seed of Sea Kale, (*Codium Maritimum*), at \$3 the packet.

NOTICE.

THE Annual General Meeting of the British Subscription Society will take place on Tuesday evening next, 18th inst., at 7 o'clock precisely, at the Library-room, No. 30, Calle de la Cathedral, when a full attendance is requested.

Shepherds Wanted.

ANY Person (with a good character), who understands the tending of Sheep, and may wish for employment in this line, out of this Province, may apply at No. 75, Calle Maypu. Liberal wages will be given.

NOTICE.

BRITISH FRIENDLY SOCIETY.

A Special General Meeting of the Subscribers to this Institution, will be held at the Vestry of the British Church, on Friday 21st inst. at half past 5 o'clock, for the purpose of filling the vacancies at present existing in the Committee.

The members of the Committee are requested to meet at half past 5 o'clock.

By order,
FREDERICK HUGHES,
Secretary.

Buenos Ayres, 14th June, 1839.

Shipping Memoranda.

Vessels on the berth at Liverpool on 6th April.
FOR MONTEVIDEO AND BUENOS AYRES.
 Barque Alexander Robertson, Capt. Robert Brown.
 Brigantine Reliance.
FOR VALPARAISO.
 Barque Robert Finnie, Captain Beverley.
 Brig Rimac, Capt. William Dixon.
FOR LIMA.
 Barque Mary Worsell, Captain Gardner.
 Barque Jane Prowse, Captain Bramcombe.
 Brig Thomas Worthington, Captain Denham.
FOR ARICA, ILLA AND LIMA.
 Barque Judith, Captain T. White.

The Sardinian frigate Regina, from Montevideo 42 days, with the Prince Carague on board, arrived at Rio Janeiro 28th April. She was bound to the Pacific, but from damage sustained off the Falkland Islands, she bore up for Rio Janeiro to repair.—*Señor Francisco Leon de la Barra, late of Buenos Ayres, was also passenger in the Regina.*

ARRIVED AT PALMOUTH.
 March 18th, H. B. M.'s packet Seagull, from Rio Janeiro 23rd January, with the mail forwarded hence 15th December, by H. B. M.'s packet Spider.
 Passenger in the Seagull, Don Manuel Moreno, Minister Plenipotentiary from the Argentine Confederation to the Court of London.
 April 4th, H. B. M.'s packet Ranger, from Rio Janeiro 16th February, with the mail forwarded hence 26th January, by H. B. M.'s packet Cockatrice.

AT LONDON.
 March 18th, British brig George Canning, from Montevideo 14th December.
 " 22nd, British barque Anabella, from Montevideo 4th January.
 April 3rd, British brig Solway, from Montevideo 26th December.

AT LIVERPOOL.
 March 14th, British barque Jane Prowse, from Valparaiso.
 " 16th, British barque Alice Brooks, from Valparaiso.
 " 20th, British barque Isabella, Smith, from Montevideo 5th January.
 " 22nd, British brig Perth, from Montevideo 5th January.

AT BIRMINGHAM.
 March 10th, British brigantine Betsey Hall, from Montevideo 11th December.

OFF THE WIGHT.
 March 20th British brig Maelm, from Montevideo 24th December.

AT BRISTOL.
 March 13th, ——— Hippomenes, from Valparaiso.

AT SWANSEA.
 March 17th, ——— Thetic, from Valparaiso.

AT HAVRE DE GRACE.
 March 22nd, French barque Nouvelle Eugene, from Montevideo 20th December.

AT ANTWERP.
 March 2nd, ——— Palermo Packet, from Montevideo.

AT MALAGA.
 February 17th, Spanish brig Paquete Malagueño, from Montevideo 8th December.
 March 4th, Tucan brig Industria, from Montevideo 15th December.

AT MATANZAS.
 January 2nd, Sardinian polacre Union, from Montevideo 30th October.
AT HAVANA.
 February 10th, French barque Surprise, from Montevideo 5th December.
 " 11th, Spanish barque Centabria, from Montevideo 22nd November.
 " " British brig Caroline, from Montevideo 22nd November.
 " 23rd, Spanish brig Cassiopea, from Montevideo 26th December.
 " 24th, Spanish polacre Margarita, from Montevideo 14th December.
 " 26th, ——— Peruano, from Montevideo.

AT RIO JANEIRO.
 6th ult., United States corvette Fairchild, from Montevideo 9 days.
 " French brig of war Alerce, from Montevideo 9 days.
 " Brazilian brig Isabel, from Montevideo 18 days.
 " Brazilian brig Convencao, from Montevideo 17 days.
 7th, American brig Hortensia, from Montevideo 9 days. (Passenger, Mr. E. R. Dorr, late Consul of the United States to the Argentine Confederation.)
 " Sardinian polacre Nuestra Señora de la Guardia, from Montevideo 18 days.
 " Oriental patche Liberal, from Montevideo 11 days.
 " Brazilian patche Lorenza, from Montevideo 9 days.
 " Oriental brig Bella Bernardina, from Montevideo 13 days.
 " Brazilian patche Delina, from Montevideo 15 days.
 9th, Oriental polacre Amor Paternal, from Montevideo 18 days.
 " Brazilian zumaca Estrella Brillante, from Montevideo 16 days.
 22nd, Brazilian corvette Second July, from Montevideo 20 days.

SAILED FROM RIO JANEIRO.
 22nd ult., H. B. M.'s packet Alert, for Palmouth, via Bahia and Pernambuco. She did not take any mail from Buenos Ayres or Montevideo.

SAILED FROM MONTAVIDEO.
 April 1st, Brazilian zumaca Buena Fe, for Pernambuco, by Arriaga, with 1500 quintals jerked beef.
 2nd, Brazilian brigantine Nuevo Britania, for Pernambuco, by Arriaga, with 35 dry hides, 1500 quintals jerked beef.
 " Spanish ship Amistad, for Havana, by Zimmerman and Treserra, with 6000 quintals jerked beef.
 3rd, British brig Circeassan, for England, by Kemsley & Co., with 36,200 salted hides, 8000 horns, 6000 arrobas tallow, 3600 arrobas grease, 20 tons bones.
 " Sardinian ship Buena Maria, for Havana, by Caporro & Co., with 5805 quintals jerked beef.
 " Portuguese brigantine Brillante, for Pernambuco, by Costa, with 30 dry hides, 1000 quintals jerked beef, 635 arrobas tallow.
 " Spanish brig Triunfo, for Havana, by De Valle, with 20 dry hides, 3000 quintals jerked beef, 78 arrobas tallow.
 " British barque Alpha, for Liverpool, by Stanby, Black & Co., with 7340 salted hides, 640 horse hides, 4245 arrobas grease, 90 arrobas horse hair.
 4th, Spanish ketch Marcial, for Havana, by P. Nin, with 15 dry hides, 1300 horns, 2700 quintals jerked beef.
 5th, American barque John, for Havana, by Caporro & Co., with 3400 quintals jerked beef.
 6th, French brigantine Veronica, for Marseilles, by Duplessis, with 16,35 salted hides, 852 dry hides, 3543 horse, 200 arrobas horse hair, 500 arrobas tallow, 74 lining hides.

6th, American brig America, for Philadelphia, by Zimmerman, Frazier & Co., with 1150 dry hides, 336 arrobas horse hair, 1400 arrobas wool, 125 arrobas grease.
 " British brig Juno, for Brazil, by Picardi & Co., with 2000 quintals jerked beef.
 " Sardinian brig Fioravita, for Brazil, by Maires, with 2758 quintals jerked beef.
 " Brazilian brig Victoria, for Bahia, by Machado, with 50 dry hides, 2900 quintals jerked beef, 9 arrobas tallow.
 " British brig Lilly, for England, by Nicholson, Green & Co., with 4675 salted hides, 386 horse hides, 2100 arrobas grease, 15 tons bones.
 8th, Oriental polacre Maria Teresa, for Bahia, by Green & Co., with 250 quintals jerked beef, 752 arrobas tallow.
 " Spanish polacre Dolores, for Havana, by Sibilon, Green & Co., in ballast.
 " Brazilian brig Emilia, for Rio Janeiro, by Daniel H. Zimmerman, in ballast.
 10th, British brig Claraviva, for Valparaiso, by Nicholson, Green & Co., in ballast.
 " Sardinian brigantine Victoria, for Rio Janeiro, by Caporro & Co., with 1500 quintals jerked beef.
 " Sardinian polacre Vigilante, for Rio Janeiro, by her Captain, with 2624 quintals jerked beef, Danish ship Antares, for Cochin, by Zimmerman, Frazier & Co., with 22,825 dry hides.
 " Sardinian brig Mastia, for Barcelona, by P. Nin, with 200 salted hides, 1000 dry hides, 24,500 horns, 80 arrobas wool, 200 arrobas tallow.
 " Brazilian zumaca San Antonio y Animas, for Rio Janeiro, by J. S. Monteiro, with 20 dry hides, 1235 quintals jerked beef, 708 arrobas tallow.
 " American brig Carroll, for Havana, by Zimmerman, Frazier & Co., with 5008 quintals jerked beef.
 " British brig George Bontick, for England, by Edwards & Young & Co., with 6085 salted hides, 11,000 horns, 108 arrobas horse hair, 1965 arrobas tallow, 11 tons bones.
 12th, Brazilian dato Continente, for Rio Janeiro, by Guzmanera, with 700 quintals jerked beef, 20 boxes candles.
 13th, American brig Acturus, for Boston, by Zimmerman, Frazier & Co., with 3445 dry hides, 1000 quintals jerked beef, 5300 arrobas wool, 340 dozen sheep skins, 2800 arrobas grease.
 " British brig Betsey, for Liverpool, by Lafone & Co., with 4088 salted hides, 909 dry hides, 24,000 horns, 3465 arrobas tallow, 3465 arrobas grease.
 " Brazilian brig Isabel, for Pernambuco, by Costa, with 1500 quintals jerked beef, 700 arrobas tallow, 298 boxes candles.
 " American ship Black Warrior, for Salem, by Southgate & Co., with 2439 dry hides, 96 arrobas horse hair, 820 arrobas wool.
 " American barque Express, for New York, by S. Mignato & Co., with 5415 dry hides, 100 salted hides, 38 dozen deer skins, 11 dozen goat skins, 3 dozen otter skins, 72 arrobas horse hair, 3500 arrobas wool, 114 dozen sheep skins.
 15th, Brazilian brig Delina, for Pernambuco, by J. P. Lima, with 10 dry hides, 1000 horns, 1000 quintals jerked beef, 200 arrobas tallow, 429 tons bones.
 " British brig Wilton Wood, for Liverpool, by Rodgers, Brothers & Co., with 7155 salted hides, 1200 horse hides, 15,224 horns, 390 arrobas horse hair, 400 arrobas wool, 200 dozen sheep skins, 700 arrobas grease, 10 tons bones.
 " Oriental brig Republicano, for Brazil, by Giannello & Co., with 3061 quintals jerked beef.
 " Sardinian polacre Nuestra Señora de la Guardia, for Brazil, by Caporro & Co., with 1600 quintals jerked beef.
 16th, Brazilian barque Soforina, for Pernambuco, by Costa, with 320 dry hides, 3100 quintals jerked beef, 500 arrobas tallow.
 " French brig Joseph, for Bordeaux, by Guerin & Co., with 2015 salted hides, 6732 dry hides, 1059 arrobas horse hair.
 " Brazilian brig Convegnienco, for Rio Janeiro, by Costa, with 320 dry hides, 1050 quintals jerked beef, 125 arrobas tallow, 40 arrobas grease, 16 boxes candles.
 " British barque Rapid, for England, by Lafone & Co., with 2525 dry hides, 2555 arrobas grease, 27,000 salted hides.
 17th, Spanish polacre Maria, for Barcelona, by J. Nin, with 8125 salted hides.
 " Oriental polacre Amor Paternal, for Rio Janeiro, by Viardebó, with 330 quintals jerked beef, 225 arrobas tallow, 150 arrobas grease, 79 boxes candles.
 " Oriental brig Bella Bernardina, for Rio Janeiro, by N. Figueroa, with 2915 quintals jerked beef.
 " Brazilian zumaca Estrella Brillante, for Rio Janeiro, by Guzmanera, with 2109 quintals jerked beef, 35 boxes candles.
 18th, Danish brig Catherine, for Havam, by Klicck & Co., with 5800 quintals jerked beef.
 " Oriental brigantine Conquerador, for Rio Janeiro, by Cortinas, with 1600 quintals jerked beef.
 " Spanish brigantine Napoleon, for Havana, by Zuzuman and Treserra, with 25 dry hides, 2830 quintals jerked beef.

MERCHANT VESSELS
 In the Port of Buenos Ayres, on 13th of June, 1839.

NONE.

FOREIGN VESSELS OF WAR.

FRENCH. Corvete Sapho, 28 guns, Captain Pierre Joseph Thibault.
 Corvete Cassinello, 30 guns, Commandante Pierre Louis Homensgilde Gallierin. (Capitaine de Corvete).
BRITISH. Ship Acton, 90 guns, Captain Robert Russell.
 Packet schooner Spider, 6 guns, Lieut. John O'Reilly, Comander.

