

British Packet

AND

ARGENTINE NEWS.

N^o. 758.]

BUENOS AYRES, SATURDAY, FEBRUARY 27, 1841.

[Vol. XV.

BUENOS AYRES.

The Pozos—the three fathom hole—rendered so famous during the period of the war with Brazil, is again becoming a point of attraction. After a lapse of 12 years, Admiral WILLIAM BROWN, to whose exploits it is indebted for its celebrity, once more displays there his flag at the front of an Argentine flotilla. This circumstance calls up a number of recollections connected with the name of the gallant veteran, upon which no Buenos Ayres can fail to dwell with pride. The Admiral's forces at present consist of five sail, but are hourly expected to be increased by two more. Several of his old companions in arms again serve under his command, and, if report is to be credited, when once ready to commence operations, he will find by his side many more of those who, on former occasions, so largely shared in his perils and his glories.

We have not seen Don Fructososo Rivera's three war vessels since the 19th inst. We hear they have returned to Montevideo. It is stated that a 2 gun launch of Rivera's in the Uruguay, has gone over to the Entre-Rios government, and that the Louisa had been dismantled and her guns removed to Paysandu for its defence.

CARNIVAL.

This three days Saturnalia began on Sunday last and ended on Tuesday. Three guns were fired from the fort at 2 in the afternoon and at sun-set on each of these days, as signals for the commencement and conclusion of the miserable sports.

We rejoice to state that few respectable persons amongst the natives took part in the filthy play, and that altogether there was very little of it, so that various bands of music were enabled in the afternoon to traverse the streets in their vocation. A number of young men on horseback were at times galloping about belabouring passers by with inflated bladders attached to sticks. The throwers of water and of egg shells filled with water were chiefly boys, servants, foreigners and foreign children of both sexes. And yet foreigners have ever been the first to exclaim against the "barbarous sport." The natives have every excuse should they play, because they are

"To the manner born."

However there is now every probability of its soon dying a natural death. Governor Rosas, by the restrictions he placed on the uncivilised diversity, has paved the way for its suppression, and should this occur during his governmental period, he will merit and in the end obtain the applause of all classes. Nothing is so abortive to us as interference with the rational amusements of the people; but few will deny that what is termed "Carnival playing" in this country is at once disgusting, at variance with the enlightenment of the Age and unworthy of a civilised Nation.

The Editor of the British Packet is requested to give insertion to the following—

"The British Merchant brig *Astrea*, which sailed at 2 o'clock on the morning of the 20th, in company, run foul of H. B. M.'s *Clio*, and did her considerable damage. She ran stem on to the larboard beam, just before the main rigging, and cut the upper bulwark down to the deck, three timber heads being broken short off

her bowsprit and jib booms passed across the *Clio*'s deck and ripped the rattlings of the starboard main rigging right up, carrying away the lanyard of the second shroud. The main-top-gallant yard and three standing-sail yards were likewise broken, and it is expected that the injury sustained will not be replaced for less than £100 sterling.

"The *Astrea*, in spite of some muskets being fired, after backing clear, paid off and made sail away; the wind being very fresh from the northward she was soon out of sight. She had on board a pilot belonging to Montevideo."

H. B. M.'s ship *Pearl*, is shortly expected here from the Brazils.

THE WEATHER this week has been nearly the same as for the last two or three months, viz.—hot and dry. Thermometer 78 to 85.

Recent advices from Denmark, state that Commodore Christian Wulf, of His Danish Majesty's frigate *Bellona*, has from Seniority and for his important services been promoted to the rank of Admiral in the Danish navy.

We have received London papers to 25th December,—they are extremely barren of political news. The dispute between Spain and Portugal had had the effect of lowering the British 3 per cent Consols from 90 to 88.—"The Morning Herald" (opposition journal) of 23rd December, speaks upon the subject as follows—

We published, exclusively, yesterday, accounts of a threatened invasion of Portugal by Spain. Of the truth of the report, there would seem to exist no doubt. The Portuguese government has applied for aid to the British ambassador.

The cause of the military demonstrations on the part of Spain is the non-fulfilment by Portugal of the treaty, in virtue of which the free navigation of the Douro was guaranteed to Spain.

Here we have fresh entanglements in the web of our foreign policy! In Spain, or Portugal, civil war has been raging almost without intermission during the last 15 years; and now the wretched governments of these wretched countries were bent on varying the amusement by indulging in an international broil.—England has exemplified her principles of "non-intervention," by taking an active part in the civil wars of both countries; and now, England will, of course, be dragged into the midst of the impending *melée*. An English fleet—possibly an English army—will be engaged on the one side, or the other; on the side of Portugal, we may presume, as being the side, by espousing which, we may lose most; and while our government shall place ships and the armaments of war at the disposal of one of the contending powers, our loan-jobbers, more impartial than our government, will, as a matter of course, assist both. Our last "auxiliary legions" were Spanish; our next, we presume, will be Portuguese. We shall, however, undoubtedly, be blessed at one time with both a Spanish and a Portuguese loan!

The state of our relations with both Spain and Portugal has, long, been of the most unsatisfactory description. The government of each has proved itself utterly faithless, and most ungrateful to England. England has lent herself to the establishment of "liberalism" in both countries; and the "liberalism" of both has

yielded its customary fruits. If the evils of the threatened contest between Spain and Portugal might extend no further than to their respective governments, the rest of Europe could afford to look calmly on at the struggle. But the "little wars" of even the most paltry states are, in the present condition of European society, to involve wide-spreading consequences. It happens so in the present instance. Important English interests, mercantile as well as political, are bound up with the affairs of Portugal—interests, which forbid that England should consent to the conversion of Portugal into a Spanish province. England must, therefore, in all probability, support Portugal. But France, for corresponding reasons, is not unlikely to support Spain. France has, for centuries, indulged in "instinctive" desires for supremacy in Spain, no less strong than those "instinctive" desires with which she has latterly regarded Egypt. By supporting the pretensions of the Spanish government, France may, therefore, not merely advance a long-cherished scheme of policy, but may find the occasion she has, hitherto, failed to find, in reference to the affairs of Egypt,—the occasion, we mean, of quarrelling with England, without appearing utterly destitute of a specious ground of quarrel. To Russia again, a war between France and England would necessarily be matter of rejoicing—more especially as the necessity of attending to the affairs of the West of Europe would prevent England from interfering too curiously in the affairs of the East.

Our foreign relations are, truly, in a pleasant state!

The pretext which the Spanish government uses in justification of its projected invasion of Portugal is, as we have already stated, that the provisions of a treaty for the navigation of the Douro have been violated. Such may be the fact, yet such a fact would afford no justification of the threatened violence. If Portugal has not kept faith with Spain, Spain has not, on the other hand, kept faith with Portugal. By the treaty of 1815, Spain was bound to restore to Portugal certain portions of Portuguese territory which had been taken possession of during the war; yet to this day Spain retains the territory in question!

So far as regards good faith, Spain and Portugal are on a level. Each has violated its engagements to the other, as well as to all the other states of Europe!

It is hinted, indeed, that the real cause of the projected invasion of Portugal is the necessity under which the Spanish government finds itself of providing pay and employment for its troops. What a commentary does not such a statement furnish as to the character of the Spanish government itself! What kind of government must that be which owes its establishment to the services of organised brigands, and which proposes to maintain itself in power by subjecting adjoining countries to the tender mercies of a system of brigandism!

So far as Portugal is concerned, it is impossible to imagine a country possessing more slender claims on the good offices of Great Britain than Portugal does. The Portuguese have comported themselves with infinite baseness in all their recent intercourse with England. They have been guilty of the grossest frauds. They have exhibited the most shameless ingratitude. They have insisted on England in every possible mode. They have rendered our commercial arrangements with them unprofitable; and they have, at the same time, created something like a necessity, on our part, to protect them from the consequences of their own crimes and fecklessness.

ARGENTINE THEATRE.

On 20th inst., was performed for the benefit of Señor Villarino, the drama of "Don Juan or the Libertine destroyed," and a farce.

The house was a bumper.

Previous to the play some excellent fire works (including rockets) were discharged close to the Theatre.

On 21st, to a good house, "William Tell," and a farce.

On 22nd, *El Poeta y la Beneficencia*, with the one act piece of Manuel Mendíez *Injusticia, Abogado Típus-Monje*.

Two very pretty pieces of music were played by the orchestra during the evening, the first solo on the trumpet and the air and choros which concludes the opera of the *Cenerentola*.

The audience was numerous.

On 23rd, *El Suño or La fantasma de la Roca Negra* and a farce.

The house on this evening closed for the season, and we believe, that that portion of the season since the raising of the blockade, has been profitable to the performers. They desire that it should be so, for they certainly stood by their theatrical ship in very bad times, whilst many from necessity or fright abandoned her.

This Theatre will be re-opened at Easter.

We hear nothing of the "Victoria"—a theatre which opened under such favorable patronage. It had however to encounter the serious obstacles of a faulty construction and the being constructed in an 'out of the way' part of the town. Things are reversed on this side of the line—play going folks in Buenos Ayres reside at the east end of the town and not at the west as in London—therefore the Victoria Theatre of Buenos Ayres, although situated in a populous neighbourhood in the west was mostly supported by the 'east-enders.'

On the afternoon of the 18th inst., the boat of the British brig *Bella Portena*, capsized between the inner and outer roads, and her crew, a man and a boy, were drowned. The boat was afterwards picked up near Point Quilmes.

A late number of 'The Westminster Review' contains some strictures on the French Drama, and takes the liberal sides of the question, stating, that although it is bad, it is not so much so as English prejudice would represent. As it respects French poetry, it says—

One of the barriers to be mentally over-
lapped, ere we can relish French poetry, is the
characteristic and distinctive difference be-
tween the nations. "Monsieur Soupe-migre," and
"God d—n Roast-bif," have ever been too op-
posite thoroughly to assimilate. The under-
currents of nature doubtless remain every where
the same; but the foam-crested waves, wild-
billowing, gently-undulating, loud-roaring, or
low-murmuring—in short, all the infinite va-
riety of superfluities—vary with climate, go-
vernment, religion, opinions, &c. These distinc-
tive tendencies of character naturally give
rise to differences of Art; but we must not se-
ize upon a difference, and with loud voice
and complacent mien declare it to be false, be-
cause it is a difference—we must not in Art
imitate our countrymen abroad, who go the
Café de Blaz and deprecate the English, which
on not getting *à l'Anglais*, they get red to the
face in eloquent denunciations on French cook-
ery! In all cases we must leave ourselves en-
tirely out of the question. In the French char-
acter we observe that irrepressible vehemence,
theatricality, and liveliness, which burst forth
continually into mad extravagance, bombast,
and farce. "A Frenchman cannot divest him-
self of the idea that the attention of the whole
world is upon him, and thus he is always in an
attitude; nor can he, without great difficulty,
conceive Nature otherwise than as she mani-
fests herself in the gilded *salon* or *Tuilleries*."
Look at the plate of Virginia, just issued, and
you will remark that although the artist has
done his utmost to represent innocent reality,
and placed her in the open fields, yet he has
thrown a scarf around her simple dress after
the last Parisian mode! This a Frenchman
could hardly do. If you point out a pretty
woman, he is sure to see if she is *bien mise*.
De Balzac, in his *Peu de Chagrin*, represents

his hero, who is rushing frantically to commit
suicide, meeting his mistress, and having his at-
tention arrested by her face, "so pleasant ex-
cédée!" These things are "so French—never-
theless a Frenchman would find in English art
a multitude of characteristics equally ab-
surd. And each nation is right. There are
certain temperaments which can never be admi-
tted into the sphere of Art, but these excepted,
the artist must always reflect the spirit of his time.

Another point of separation is the French lan-
guage, which is not only a wretched medium for
poetry, but it is rendered more so by associa-
tion; it is itself not only poor and flat, but
wanting in idiom, except for wit or slight grace-
ful conversation. Language is a greater crea-
tor of ideas than is usually admitted—if it or-
iginate from the intellect, it reacts on it, and no
one accustomed to composition can have failed
to remark the influence of a word on a train of
thought. Compare the nations with a rich,
strong language with those of a poor, thin one—
the Greeks, Germans, Italians, Spaniards,
and English, with the Romans, French, and
Portuguese, and see how immeasurably super-
ior the poetry. Moreover the French have not
a poetical language, as distinct from that of
every-day, and thus the same words which have
convulsed us to-day in some exquisite witicism,
will read to-morrow in the stately lines of
Racine—how can a smile be avoided! Hence
all the passages in French poetry, remarkable
for their beauty, are owing to the truth of pas-
sion or sentiment, rather than the inexpressible
beauty of words.

We have now explained some causes of an
Englishman's dislike to French poetry, not one
of which, it will be observed, affects a French-
man, and it was for Frenchmen this poetry was
written; it is better therefore that we should
learn to look with a Frenchman's eyes, and to
receive thereby a fresh delight, than to set up
a bulwark of prejudices from which we can see
nothing but faults, thereby only receiving the
disseised delight of Scorn. "The French are
rich in excellent comedies," observes a critic:
"we only mention their tragedies that we may
set our pretensions against the assertion which
guided people frequently make, that they closely
resemble those of the Greeks. They are no
more like them than a French Marquis, arrayed
in his full dress and ready to dance a minuet
before Louis XIV. was like the poet Moliere.
They are, in truth, very bad imitations
of very bad models of the tragedies of Seneca;
they are bad things made infinitely worse."

COMMODORE NAPIER.

Of the heroic services of the brave and daunt-
ing Charles Napier, no statement can be so
interesting, or characteristic as his own, con-
tained in his address to the burghers of Ports-
mouth, at the election, in 1839.

"In the course of my canvass," said the gal-
lant officer, "I have been asked who I am?
I'll tell you. I am Captain Charles Napier,
who five-and-twenty years ago commanded the
Recruit brig, in the West Indies, and who had
the honour of being twenty-four hours under
the guns of three French lines-of-battle ships,
flying from a British squadron, the nearest of
which, with the exception of the Hawk brig,
was from five to six miles astern, the greatest
part of the time. I kept firing double-shotted
broadside into them. One of these ships, the
Hautpoul, only was captured by the Pompey
and Castor, the other two escaped by superior
sailing. Sir Alexander Cockrane, my Com-
mander-in-chief, promoted me on the spot into
her. At the siege of Martinique, the *Eclair*,
Cleopatra, and *Recruit*, were ordered to beat
up in the night, between Pigeon Island and the
Main, and anchor close to Fort Edward; the
enemy fearing an attack, burnt their shipping.
At daylight in the morning, it appeared to me
that Fort Edward was abandoned; this, how-
ever, was doubted; I offered to ascend in the
fact, and with five men I landed in open day,
scaled the walls, and planted the Union Jack
on the ramparts. Fortunately I was undiscov-
ered by the Port Bourbeuse, which was about
100 yards off, and commanded it. On the
being reported to Sir Alexander Cockrane, a
regiment was landed in the night. Fort Edward
was taken possession of, and the mortars turned
against the enemy. I am in possession of a
letter from Sir Alexander Cockrane, saying that

"my conduct was the means of saving many
lives, and of shortening the siege of Martinique."
I had once the misfortune of receiving a
precious licking from a French coquette; the
first shot she fired broke my thigh and a plumper
carried away my right arm. The enemy es-
caped, but the British flag was sustained. On
my return to England, in command of the
Jason, I was turned out of her by a Tory Ad-
miralty, because I had not interest; but as I
could not lead an idle life, I served a campaign
with the army in the Crimea, and volunteered
when I was again wounded. At the battle of Bussaco,
I had the honour of carrying off the field my
gallant friend and relative, Colonel Napier, now
near me, who was shot through the face. Bus-
saco was not the only field where he shed his
blood; at Corunna he was shot for dead; but
thank God he escaped with six wounds. On
my return to England, I was appointed to the
Thames, in the Mediterranean; and, if I could
bring the inhabitants of the Neapolitan coast
into this room, they would tell you, that from
Naples to the P.E. Point there was not a spot
where I did not leave my mark, and brought
off with me upwards of 100 sail of gun-boats
and merchant vessels. I had the honor of running
the mine of Genoa, which was strongly defended;
and before they could recover from their sur-
prise I captured the island without the loss of a
man. I was then removed to the Euryalus, and
had the good fortune to fall in with two French
frigates, and a schooner, in a channel, in the
night close to Calvi, in the island of Corsica,
passing close under the stern of one, *puntering*
her as I passed; and though we were going
eight knots, I tried to run aboard of her con-
sort, who was steering a course to the westward;
my hawse; the night was dark, the land close,
and she succeeded in crossing me, but I drove
her ashore on the rocks, where she was totally
wrecked, and her consort was obliged to anchor
close to her. The Euryalus wore round, and
got off, almost bruising the shore as she passed.
These ships were afterwards (ascertained to be
arnee en file, mounting 22 guns each, and the
schooner 14. From the Mediterranean I was
ordered to America; and if my gallant friend
Sir James Blandford had not been ordered to
you how I did my duty on that long and ardu-
ous service up to the Potomac; he would have
told that in a tremendous squall the Euryalus
lost her bowsprit and all her topmasts, and that
in twelve hours she was again ready for work.
We brought away a fleet from Alexandria, were
attacked going down the river by batteries,
built close to what was the residence of the
great Washington, and I was again wounded
in that action in the neck. On the peace taking
place, I went on half pay, where I remained
till I was appointed to the Galatia, which ship
I commanded for three years on this station;
and I hope and trust that I have faithfully done
my duty during that period to my King and
country."

In addition, we may mention that, in 1839,
Captain Napier succeeded Admiral Sartorius in
the command of Don Pedro's fleet, and achieved
a signal victory over the more numerous
and powerful squadron of Don Miguel, which
the gallant Englishman, with his British follow-
ers, captured in a single blow, by bombarding.
He now commands the *Powerful*, of 84 guns,
with the rank of Commodore on the Syrian
coast. This intrepid and enterprising sailor is
the eldest son of the Hon. Charles Napier, Esq.,
of Merchiston, in the County of Haddington;
Stirling; was born 6th March, 1780, and mar-
ried Eliza, widow of Lieut. Edward Elers,
R. N.

Advertisements.

FOR LONDON.

The very superior A. I. British built brig
EMILIE BOUTCHER,
Captain DOCKRIELL.

Has room for about 20 or 40 bales dry freight
at each side, and is fitted for service. Also,
very superior accommodations for Passengers,
and being a very fast vessel offers an excellent
opportunity for those wishing to visit England.
The E. B. will be despatched immediately, having
all the rest of her cargo now on board.

For terms apply to the Consignor, or to

CHARLES R. HORNE,
Licensed Ship-Broker,
No. 61, Galle de la Paz.

February 3, 1841.

MERCHANT VESSELS
IN THE PORT OF BUENOS AIRES ON THURSDAY LAST.
For Arrivals and Sailings of Friday.—See Marine List.

Date of Arrival	Vessels and Captain's Names	Consignees	Destinations, &c.	Date of Arrival	Vessels and Captain's Names	Consignees	Destinations, &c.
British							
Nov. 5	Barque <i>Montana</i> , George Crab	331 Brisbane, Twynford and Co.	Liverpool.	18	Brigantine <i>Pelican</i> , David Carr	183 Vorn and Timmons	Brazil.
	Brig <i>Tuzana</i> , Martin Morrison	253 John R. Fildes	Liverpool.	18	Brigantine <i>Leontine</i> , J. Dominguez	143 Liverpool	Montevideo.
	Brig <i>Susanna</i> , Thomas Coker	253 John R. Fildes	Liverpool.	18	Brig <i>Despatch</i> , John Fernandez	147 J. C. Myrtilles	Brazil.
	Brig <i>Alton</i> , Thomas Loder Stewart	107 Mohr and Lindqvist	Gothenburg.	18	Brig <i>W. A. Jones</i> , W. Jones	47 N. A. Ramos	Montevideo.
	Brig <i>Wilton</i> , W. and A. S. Taylor	107 Mohr and Lindqvist	Gothenburg.		Hamburg		
	Brig <i>Reverend</i> , William Salmon	879 Dwyall and Lewis	Liverpool.	Dec. 5	Brig <i>Mary</i> and <i>Elizabeth</i> , A. Hansen	180 Zimmerman, Frazer & Co	Havre de Grace.
	Brig <i>George</i> , William Balfour	253 John R. Fildes	Liverpool.	Feb. 1	Brig <i>Maria Elizabeth</i> , Fisher	253 J. K. Rick and Co.	Brazil.
	Brig <i>George</i> , George Luck	253 John R. Fildes	Liverpool.	18	Brig <i>Laura</i> and <i>Louisa</i> , C. Knappich	253 J. K. Rick and Co.	Brazil.
	Brig <i>Mary</i> and <i>Ann</i> , William Payne	253 John R. Fildes	Liverpool.	18	Brig <i>Maria</i> , J. D. Borlmann	253 J. K. Rick and Co.	Boston.
	Brig <i>Matthew</i> , William Payne	253 John R. Fildes	Liverpool.	18	Brig <i>W. A. Jones</i> , W. Jones	47 N. A. Ramos	Montevideo.
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	18	Ship <i>Godofredo</i> , A. Behrens	386 Zimmerman, Frazer & Co	United States.
	Brig <i>Mary</i> , David Lloyd	151 Charles R. Hornum	Liverpool.		Swedish		
	Brig <i>George</i> , John Roberts	257 Nicholson, Green and Co.	Liverpool.	Dec. 8	Ship <i>Granada</i> , J. H. Rodell	216 Zimmerman, Frazer & Co	New York.
	Brig <i>Fortal</i> , Charles Roberts	257 Nicholson, Green and Co.	Liverpool.	14	Brig <i>Susan</i> , H. G. Collin	216 Zimmerman, Frazer & Co	Antwerp.
	Brig <i>Clara</i> , W. H. Williams	257 Nicholson, Green and Co.	Liverpool.	14	Brig <i>Venus</i> , Hornum	300 Zimmerman, Frazer & Co	Continental.
	Brig <i>Caroline</i> , W. H. Williams	257 Nicholson, Green and Co.	Liverpool.		Norwegian		
	Brig <i>Caroline</i> , W. H. Williams	257 Nicholson, Green and Co.	Liverpool.	Dec. 10	Brig <i>Svein</i> , Nilsen	216 Zimmerman, Frazer & Co	Continental.
	Brig <i>Agnes</i> , Thomas Loder	107 Mohr and Lindqvist	Gothenburg.	10	Brig <i>Norway</i> , Nilsen	216 Zimmerman, Frazer & Co	Continental.
	Brig <i>George</i> , Thomas Loder	107 Mohr and Lindqvist	Gothenburg.		Belgian		
	Brig <i>William</i> , James G. H. May	308 Brisbane, Twynford and Co.	Liverpool.	Nov. 8	Brig <i>Magdalen</i> , L. J. J. J.	253 Alexander Ross & Co.	Havana.
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 8	Brig <i>Infante</i> , S. J. Molter	345 Bange, Hutz & Co.	Brazil.
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Jan. 3	Brig <i>Comte</i> , Salvador Naples	356 Zamoran and Treseer	
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Russian		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Jan. 22	Brig <i>John</i> , M. J. J.	280 Bunge, Hutz & Co.	
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		American		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 2	Brig <i>Star</i> , Lazarus	300 John C. Lowry and Co.	United States.
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 18	Brig <i>Dignitate</i> , Comar	182 Anderson, Wolff and Co.	
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Argentine		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 18	Brig <i>Dignitate</i> , Comar	182 Anderson, Wolff and Co.	
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Oriental		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 18	Brig <i>Infante</i> , S. J. Molter	345 Bange, Hutz & Co.	Brazil.
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.	Feb. 21	Galley <i>De Vastvater</i> , R. Fackelhorst	126 Bunge, Hutz & Co.	
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		FOREIGN VESSELS OF WAR.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		BRITISH. Brigs <i>Clara</i> , 16 tons, Captain Stephen Freeman.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		FRENCH. Brig <i>Cuivre</i> , 18 tons, bearing the flag of Rear Admiral Jean Henri Joseph Dupot.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		MARINE LIST.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		PORT OF BUENOS AIRES.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		BARABU IN OUR LAST. —In the cargo of Danish brig <i>Cimbric</i> , for 132 bales with 2818 arrobas hair—second wool instead of hair.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		February 20—Wind N. shifted to E. in the evening, strong.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Arrived. French schooner of war <i>Relair</i> , from Montevideo 18th inst.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Sardinian schooner <i>Victoria</i> , 66 tons, Antonio Gazzo, from Montevideo 18th, general cargo, to the Captain.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Brazilian schooner <i>Pior del Salto</i> , 47 tons, Faustina J. Vianna, from Montevideo 18th, with tobacco, yerba, &c., to Manuel Acevedo Ramos.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Sailed. Brazilian brigantine of war <i>Camaron</i> , 5 gns, Lieut. José Maria Rodriguez, Commander, for Montevideo.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		British brig <i>Astron</i> , John Stobbs, for Liverpool, despatched by Alfred Barber, with 3355 wet salted hides, 390 dry salted do., 1262 dry hides, 15,000 horns, 85 pipes, 5 half do., 100 marquetas and 1 quarter cask with 4200 arrobas tallow and grease, 96 bales with 2757 arrobas wool, 37 do, 600 arrobas hair.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Spanish brig <i>Alerta</i> , Pedro Maristany, for Havana, despatched by Llavio, with 3985 quintals jerked beef.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Danish brigantine <i>Comet</i> , A. M. Schmidt, for Cewes and the Continent, despatched by Carlisle, Smith & Co., with 4030 dry hides, 500 salted do.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		French barque <i>Henri and Louise</i> , Paul Gautier, for Cette, despatched by Bartholomeu Herard, with 5008 dry hides, 1241 salted do., 100 bales with 2550 arrobas wool, 100 do, with 2500 do. sheep skins, 25 marquetas with 234 arrobas tallow.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		American brig <i>Nabob</i> , Page, for New York, despatched by Daniel Gowland & Co., with 8444 dry hides, 18,076 horns, 5 bales with 740 doz. wattrin skins, 5 do, with 392 doz. deer skins, 1 do, with 75 calf skins, 4 do, with 112 arrobas dogs, 400 do, with 11,500 arrobas wool, 24 do, with 600 doz. sheep skins.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		February 21.—Wind N. hazy, shifted to E. in the evening.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Arrived. Hamburg brig <i>Mary</i> , 250 tons, J. A. B. D. Rothmann, from Montevideo 19th, in ballast, to Ferdinand Deisle.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Sailed. French barque <i>Euse</i> , Alexandre Godofroy, for Havre de Grace, despatched by Jacob Paravicini, with 5542 dry hides, 96 lining hides, 92 bales with 2400 arrobas hair, 76 do, with 1900 arrobas wool, 3 do, with 1500 lbs. catrch feathers, 1 do, with 551 lbs. nutria skins, 1 do, with 100 skins (fox and vicuña).		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Kuphansen brig <i>Hope</i> , Jacob Vanden Broecke, for Antwerp, despatched by Bunge, Hutz & Co., with 1100 salted hides, 50 lining hides, 39,300 horns, 343 bales with 250,828 lbs. hide cuttings, 21 do, with 22,589 lbs. Cordovan horse hair.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		British barque <i>Alpha</i> , William Turner, for Liverpool, despatched by David Smith, with 2436 dry ox and cow hides, 955 salted ox and cow hides, 5014 dry skins, 68 doz. cow hides, 94 pipes, 20 half do, and 2 quarter do, with 8855 arrobas tallow, 400 ox horns, 30 bales with 4670 doz. nutria skins, 14 bales with 475 arrobas hair.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Oriental zambra <i>Iberia</i> , for Montevideo, despatched by Llavio, in ballast.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		The <i>Eliza</i> and <i>Susan</i> and <i>Mont Cheri</i> , were under way but anchored again from head wind.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		February 22.—Wind W. Hazy.		
	Brig <i>John</i> , Robert Gibson	151 Charles R. Hornum	Liverpool.		Arrived. Hamburg brig <i>Wilhelmine</i> , 168 tons, J. A. Roggenburgh, from Santos 19th inst, with sugar, to Llavio.		

Hamburgh ship Godfrey, 360 tons. A. Behn, from Montevideo 21st, with 3000 quintals jerked beef, to Zimmermann, Frazier & Co.

Austrian barque Regina Victoria, 343 tons, Santo Bassi, from Parnaguá 8th inst, Montevideo 20th, with yerba, rice, plank, &c., to Antonio Aldama & Co.

Sailed, American ship Eliza and Susan, James Gordon, for New York, despatched by Greenwood, Gordon & Co., with 300 dry hides, 953 pipes and 1 hide sack with 3600 arrobas tallow and grease, 276 bales with 6900 arrobas wool, 233 do, with 5575 doz. sheep skins, 14 do, merchandise.

French brig Mont Cheri, Lemaraquier, for Cotte, despatched by Zumarán and Treseira, with 2698 wet salted hides, 2448 dry hides, 63 bales with 1522 arrobas wool, 3 do, with 92 doz. calf skins.

British brig Friak, William Whiteway, for Liverpool, despatched by Rennie, Macfarlane & Co., with 1000 wet salted hides, 289 dry ox hides, 20,400 horns, 134 pipes, 15 half do, and 34 quarter casks with 400 arrobas tallow and grease, 75 bales with 3553 arrobas hair, 135 do, with 3375 arrobas wool, 33 do, with 825 doz. sheep skins, 2 do, with 90 doz. deer skins, 2 do, with 1100 lbs. nutria skins.

British brig Petrel, William Turcan, for Liverpool, despatched by John Galt Smith & Co., with 6566 dry hides, 3966 salted do, 9000 bones, 8000 horns, 117 pipes with 4837 arrobas tallow, 38 bales with 2800 horse hides, 22 do, with 660 arrobas hair, 24 do, with 600 arrobas wool.

British barque Lancashire Witch, Thomas Cumming, for Liverpool, despatched by Rennie, Macfarlane & Co., with 350 pipes, 91 half do, 113 quarter casks and 103 marquetas with 16,100 arrobas tallow and grease, 21,000 horns.

Belgian barque Verstek, Smidt, for Coves and the Continent, despatched by Bunge, Hutz & Co., with 11,643 dry ox and cow hides, 500 salted hides.

February 23.—Wind W. foggy early in the morning. No arrivals.

Sailed, French brig Emma, Bugot Frances, for Havre de Grace, despatched by John Baptist Prelog, with 8187 dry hides, 49 pipes, 10 half do, 2 quarter do, and 84 marquetas with 3100 arrobas tallow.

British brig Bella Porteira, John William Pyott, for Liverpool, despatched by Parlane, Macalister & Co., with 4324 dry ox and cow hides, 8100 ox horns, 2180 serons with 17,400 arrobas tallow.

American brig George, Bruce, for Boston, despatched by Daniel Gowland & Co., with 5000 horns, 210 bales with 5190 arrobas wool, 200 do, with 1435 quintals hide cuttings.

The National brig of war Elisa, came out of the Riachuelo last night and anchored in the inner roads. She got under way this afternoon in company with the National brigantines of war Vigilante and San Martin, and proceeded to the Pozos, where the three vessels anchored.

February 24.—Wind N.W.

Arrived, Dutch galleon Het Vertwouten, 126 tons, Remmat Steffink Pincktorber, from Island Mayo 7th ult., Montevideo 22nd inst., with 75 moyes salt, to Bunge, Hutz & Co.

Sailed, Schooner Flor del Rio, Andres Russi, for Montevideo, despatched by Carlos Galeano, with passengers.

Brazilian zamaca Marianna, Israel P. de Mird, for Rio Grande, despatched by Tomas Rousae, with 1000 fanegas salt.

February 25.—Wind N.

Arrived, British barque Cynosure, 327 tons, James Murray, from Montevideo 22nd inst., general cargo, to Nicholson, Green & Co.

American brig Oswego, 184 tons, James Green, from Montevideo 22nd, general cargo, to Zimmermann, Frazier & Co.

Sailed, French brig of war Cygne, 22 guns, for Montevideo,

February 26.—Wind N. strong.

Arrived, Sardinian schooner Ross, J. B. Schiaffino, from Montevideo 25th, to Carlos Galeano, general cargo, to 30 passengers.

Sardinian brig

Merchant Vessels in the Port of Buenos Ayres last evening (10A inst).

British.....	48
American.....	21
French.....	16
Spanish.....	5
Sardinian.....	1
Belgian.....	2
Swedish.....	5
Norwegian.....	2
Hamburgh.....	6
Brazilian.....	11
Danish.....	1
Prussian.....	1
Bremen.....	3
Neapolitan.....	1
Russian.....	1
Austrian.....	3
Argentine.....	1
Oriental.....	1
Dutch.....	1
Total.....	149

The above includes the British brig Eliza and Spartan, and Swedish brig Svea, whose names we have taken from our list of vessels in port this week, conceiving they would have sailed.

Thomas Samuel Hood, Esq., H.B.M.'s Consul General at Montevideo, left that City a few days since for England, on leave of absence.

DECEASED.

On the 9th inst., aged about 27, on board the British brigantine Francis, between Rio Janeiro and this Port, Mr. Jours LOUVOX DUMONTON, a native of Scotland.

On 18th, aged 22, after a week's illness, Mr. JAMES R. WOODRUFF, a citizen of the United States. He was a native of Waterford in the State of New York.

The deceased had been but a short time in Buenos Ayres. His remains were conveyed to the North American Protestant Cemetery on the 19th, attended by a numerous assemblage of citizens of the United States and others.

On the 19th, by drowning whilst bathing in the Riachuelo, Mr. WILLIAM SMITH, aged 42. The deceased was a native of Malling, County of Kent, England. His body was found on the following day, and deposited in the house of his disconsolate family;—thence on the 21st it was removed to the British Protestant Cemetery.

ADVERTISEMENT.

J. CARD.

THE Undersigned begs leave to express their gratitude to the officers and seamen of the French brig of war Cuirassier, for their kind and prompt assistance in rescuing them from their perilous situation in the outer roads of this port on the evening of the 22nd inst.

Also to the officers and seamen of the British merchant vessel Montagu and Packet, for subsequent attentions.

JOHN ANDREWS,
JOSEPH M. FOWLER.

Buenos Ayres, February 25, 1841.

Metropolitan for November 1840.

THE Person who has taken the above work from the Commercial Room is requested to return it.

WANTED.

A Person to take the management of an Estancia, allowing a share in the same in composition of services, none need apply but such as are well recommended, and have been in this kind of employment before.

Application to be made at No. 89, Calle del 25 de Mayo.

BOOTS AND SHOES.

THE Subscriber begs leave to inform the public that he has this day received a fresh supply of gentlemen's boots and shoes of a superior quality, consisting of gentlemen's half boots, lace do, Wellington shoes, narrow ties do., wide ties do., pruned gaiter boots.

M. PARKER.

Calle de la Paz, No. 34.

Captains of vessels will always find on hand a supply of boots and shoes to suit either themselves or their men, at as low prices as can be bought in this city.

HAVANA CIGARS.

On the first quality, are on sale at the house of George S. Maccoe, No. 150, Calle de Mexico.

WANTED.

By a family about to proceed to England, a respectable female to attend a lady and two children. Apply at Jeffrey's Hotel, No. 87 Calle de la Paz.

NOTICE.

MICHAEL WELSH, begs leave to inform his friends and the public in general, that he has returned from Montevideo, to follow his business as a Master Bricklayer, and hopes for a continuance of those favors he has so long enjoyed.

Parlour and dining-room fire places, mangle chimneys, and other mechanical knocking, stove chimneys, boilers and pans for grease, tallow and soap factories, Hatter's drying kettles, plank kettles, air furnaces for melting gold, silver and other metals, set on the latest and most approved principles; also any furnaces or chimneys not drawing properly, M. W. engages to alter to the owners satisfaction.

Michael Welsh can be seen at his residence, No. 227, Calle del Correo. 127 St.

TO LET.

THREE or four furnished bed-rooms and a furnished sala, in a private house No. 3, Calle del 25 de Mayo, which commands a fine view of the River. The parties who occupy the room can be accommodated with breakfast. A telescope is kept in the house. 127 St.

Interesting to Foreigners.

MRS. LOCK, respectfully informs Masters of vessels and other travellers, that she has opened a private Boarding-House, at No. 11, Calle de Corrientes, where attention will be given for the comfort and convenience of her boarders.

The house is pleasantly situated, and affords an extensive view of the shipping in the inner and outer roads. 127 St.

PRICES CURRENT.

Doublons, Spanish.....	collars each	127 St.
Do. Patriot.....	do. do.	127 St.
Plata macanilla.....	do. for one	127 St.
Dollars, Spanish.....	do. each	127 St.
Do Patriot and Patacone.....	do. do.	127 St.
Six per cent Stock.....	60 a 63 do. per ct.	
Bank Stock.....	60 a 63 do. per ct.	
Exchange on England.....	21 a pence per pd	
Do. France.....	24 a per do.	
Do. to Janeiro.....	24 a per pt. Snc	
Do. Montevideo.....	19 a per pt. con	
Do. United States.....	a per U.S. dollar	
Hides, Ox, for Eng. & Ger. 65	a 63 dls. p. pesada	
Do. for France.....	65 a 63 do.	
Do. for N.America.....	60 a 61 do.	
Do. for Spain.....	65 a 66 do.	
Do. salted.....	54 a 56 do.	
Do. Horse.....	35 a 36 do. each.	
Calf skins.....	48 a 52 do.	
Sheep skins, common.....	39 a 28 per dozen	
Do. fine.....	31 a 33 do.	
Deer skins.....	22 a 24 do.	
Goat skins.....	40 a 45 do.	
Nutria Skin.....	5 a 54 do. per lb.	
Chinchilli Skins.....	60 a 100 do. per dozen	
Do. mixed.....	53 a 55 do.	
Do. long.....	95 a 100 do.	
Do. common, washed.....	17 a 21 do.	
Do. pickled.....	36 a 38 do.	
Do. shorn from skins.....	45 a 50 do.	
Do. mastic, dirty.....	17 a 21 do.	
Tallow, per cwt.....	30 a 31 do.	
Do. raw.....	17 a 19 do.	
Do. with grease.....	26 a 27 do.	
Jerred Beef.....	35 a 40 per quintal	
Horns, mixed.....	300 a 400 per mil.	
Do. Ox.....	600 a 700 do.	
Stags bones.....	150 a 170 do.	
Hide cutting.....	30 a 36 per 100 lb.	
Ostrich feathers, white.....	18 a 20 per lb.	
Do. black.....	8 a 10 do.	
Salted tongues.....	18 a 20 per lb.	
Salt, on board.....	18 a 20 per month	
Discount.....	1 a 2 per ct. per month	

The highest price of Doublons during the week dollars. The lowest price dollars. no transactions. The highest rate of Exchange upon England during the week 22 pence. The lowest ditto 22 pence.

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GEORGE THOMAS, Responsible Editor.