

# British Packet

AND

## ARGENTINE NEWS.

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BUENOS AYRES, SATURDAY, MARCH 6, 1841.

[Vol. XV.

### BUENOS AYRES.

Buenos Ayres, February 27th, 1841.

25th year of the Liberty, 26th of the Independence, And 12th of the Argentine Confederation.

The Citizen Brigadier Juan Manuel de Rosas, To the Honorable House of Representatives.

The undersigned learns from the esteemed note of your hon. house dated 14th December last, the peculiarly great sacrifice which is required of him so far superior to his energies.—After having devoted to the service of his country so many years, it behoves him to relinquish a position in which he cannot continue to repeat exertions which he has already carried to the highest extent. It would be cruel to wish to compel him to a duty which he cannot undergo.—Unparalleled cruelty any longer to deny him the repose of the domestic hearth.—He therefore implores from your benevolent justice this last recompense—Deign hon. representatives to admit his resignation.

The confidence with which he is honored—the expression of high benevolence which enhances it, the extraordinary demonstrations of eminent honor with which your hon. house has favored him fill his heart with grateful acknowledgments.—He cannot find words to express all the ardor of his gratitude.—Trusting to find in this feeling with which he is actuated the energies denied him by a relief from his great fatigues, he is emboldened to present to Messrs. the Representatives, as another proof of his respect, and as another effort prompted by his gratitude, his acquiescence to continue six months longer in the government.

This is the last extraordinary sacrifice which he could not even make if he did not anticipate at the termination of that period the wished for repose which he earnestly implores from the enlightened justice of the Hon. House of Representatives.

God preserve Your Hon. House many years.

JUAN M. DE ROSAS.

The Montevideo paper *Nacional* of 24th ult., publishes the following under the head "Official Department."

"Operations of the National flotilla in the Roads of Buenos Ayres.

"The operations which the National flotilla have just performed in the harbor of Buenos Ayres, reflect great credit on the skill and courage of the distinguished Chief of the National squadron Colonel John H. Coe, and on his brave comrades. The vessels of war of the tyrant Rosas, after a shameful flight, cowardly run aground amongst the rushes of the shores of Buenos Ayres. In consequence of this Colonel Coe remained master of the outer roads, where he continued at anchor. Two merchant vessels, one of them having on board a piquet of troops and a third laden with warlike stores, struck their flags. The palace of Rosas was obliged to use its artillery in the conflict to save the Rosista squadron. It caused some consolation to the unfortunate inhabitants of Buenos Ayres to hear so near at hand the cannon of liberty.

"We congratulate Col. Coe, on the brave he has displayed, and we trust that in spite of treason and of the arts of the vile Rosas, he will give days of undying glory to the Republic which counts him amongst its first officers."

Surely such a perversion of facts could hardly have taken place except in Montevideo.—Don

Practico's River's three vessels of war were at day-break on the 18th ult., in sight of the town, nearly hull down, and got under way during the day and stood to the N. without having shown any colours.—On the 17th they were at anchor N. E. hull down.—On the 18th they came to the outer roads with colours flying.—On the 19th they made sail for Montevideo.—Such is the simple tale of their proceedings here. The Buenos Ayrean vessels of war which the fertile invention of the *Nacional* has made to take to accompany flight were quietly reposing in the Riachuelo, where they had been for some time unable to get out, owing to head winds and low tide.

Despatch from Captain Coe addressed

"To H. E. the Minister of State in the Department of War and Marine.

"The undersigned Chief of the National squadron, in the honor to address Y. E., to inform you that up to this moment Y. E., he has cruised without any other obstacle than suffering a good deal of change of weather, which has impeded the operations of the National vessels as regards their principal object. The River Plate as ever, has been remarkable in these days for its sudden changes, &c. &c.

"Amongst the vessels which we saw at half past 6 in the afternoon of yesterday, and which it was impossible for us to reconnoitre at a great distance by means of boats, was the enemy's schooner of war *San Martin*, running ashore off towards Martin Garcia across the Estimas bank, with her prize the Oriental transport schooner Union, which has been retaken by the brig *Pereira*. No effort was sufficient to come up with the *San Martin*, owing to the distance she was from us, the excessive calmness of the afternoon of yesterday as well as the danger of the bank which she went over with ease from her light draught of water. She was followed in different directions by a armed launch, the brigantine *Montevideo* and the lugger *Conquistador*, but she succeeded in taking shelter under the guns and garrison of Martin Garcia.

"The merchant schooner Union passed near the *Pereira*, and after some evasive answers and resistance was obliged to anchor and await the visit which her commodore's appearance demanded. Two armed launches were sent and when alongside requested to be reinforced by another, in consequence of the defensive attitude of the schooner, which had on board eleven soldiers of the Infantry of Buenos Ayres, under the command of Lieut. Alexander Arambides. This officer now on fresh being summoned surrendered with his troops, and were disarmed and taken on board the *Pereira*, where they are in security. I inclose to Y. E. the names of the prisoners.

"The vessel captured by the National squadron on the night of the 16th, was the property of Don T. Balan, and had been taken by the enemy on the 14th, on her voyage from Morcedo to Montevideo, according to the declaration of the Estima who commanded her. She has no papers, because as a prize of the enemy they had been taken from her. All the information which the undersigned has been able to acquire during many days proves the truth of what he has hitherto related.

"Be pleased Y. E. to lay all this before the government, for their consideration and independent determination, bearing in mind that the prize schooner is now placed at the disposal of the prize agent of the National squadron, with

the cargo of timber in the same state as when captured.

"God preserve Y. E. many years.

"On board the *Pereira* in the outer roads of Buenos Ayres, February 17, 1840.

"JOHN H. COE."

How Captain Coe could fall into such an error respecting the *San Martin*, is most extraordinary. The following is a true relation of the case.

The *San Martin* had been stationed for some time at Martin Garcia. An intelligence having been received the *Aguiar* was at Colonia, she was sent for the purpose of going after her, and arrived in the harbor roads the day after that the vessel had delivered herself up here. The *San Martin* was then despatched with a convoy conducting clothing, ammunition, &c., to the *Parana*, which were left at their destination; and on her return touched at Martin Garcia, where the Union which had been detained by the garrison was put under her charge to be conveyed to Buenos Ayres; therefore, it was on her passage from Martin Garcia to this port that she was seen by Captain Coe's boats, and so far was from having been driven back to Martin Garcia arrived here on the 17th, having parted company with the Union which had inadvertently got amongst Captain Coe's vessels.

On the same date as the above despatch, Captain Coe wrote the subjoined.

"*Senor Minister of War and Marine, Brigadier General Enrique Marin.*

"My friend and dear Sir:—On the night of the 15th, I sent four armed launches in order to surprise the *Aguiar*, which was anchored in the inner roads of Buenos Ayres, waiting the result out of sight of the Port, but, unfortunately before the boats arrived at 1. their destination, a strong wind sprang up from the N. E. with an irresistible sea; they were discovered and suffered the fire of the cannon from the schooner and the ramparts of the fort, and were finally obliged to retreat not being able at the same time to make head against the alarmed enemy, and the sea and wind which were driving them on shore. Under this same date I advise you officially of all that has occurred that merits attention: I shall see what may be hereafter done."

"This note is more surprising still.—The *Fort* did not fire a gun—the boats decamped on the discharge of 2 guns from the *Aguiar*. The "irresistible sea" did not prevent the boats coming within gunshot of the *Aguiar*, why they did not go on, it is not our business to enquire.

The following note is appended.

"By declarations taken at the Captain of the Port's office, the National squadron has captured besides the schooner *Union*, a brigantine, a pilot-boat and a balandra, laden with articles of war."

As for these captures, especially that one with warlike stores, the wish has been the further to the thought.

Regarding the alarm said to have been occasioned by the attempt to cut out the *Aguiar*, we believe that, with the exception of putting the "Charles" on the beach, and the officials of the "Charles" on the beach, and the officials of the Captain of the Port's department on the alert, it attracted no attention. As to the enthusiasm stated to have been caused by the sound of the "cannon of liberty," it is only by report, but not by their report that the inhabitants of this City have yet lost the calibre of the guns of the *Ruera Arsenada*.

The London papers give copious details of the Funeral Procession of the Emperor Napoleon. The following is from the Times.

Paris, December 15.

Morau was literally dying when he wrote his wife from the field of Dresden—

Ce soldat de Bonaparte est toujours heureux!

I have known France generally, and Paris in particular, during many years, and have never met a Parisian who lived in the time of the emperor who did not, when speaking of Napoleon, add, "How fortunate he was in all his fetes! It never rained on a fete-day of the Emperor." His good fortune in this respect has continued beyond the grave, for he never was a lover of frosty day than this, and a hundred times during the ceremony which I and my *collaborateurs* are about to describe did I hear some remnant of the old army exclaim, in Napoleon's words to me, I believe, Friedland, "Tis the sun of Austria!"

After a brilliant reception at St. Germain yesterday, the cortege proceeded slowly to Courbevoie, where it arrived about half-past three o'clock in the afternoon. The day was most intensely cold, yet scores of thousands of Parisians of all but the lowest classes repaired to St. Germain, Chateau St. Denis, and Asnières, to witness its passage. During ten days, and up to yesterday morning, Paris and its vicinity were enveloped in a fog that would have done credit to Fleetstreet; but, as if on purpose to oblige the foreign sight-seers who were to be the sun adorer, real or pretended, of the memory of Napoleon, the sun made his appearance yesterday morning, and shone throughout the day.

The flotilla arrived at Courbevoie at half past three o'clock in the afternoon of Monday, and the same honours as those decreed at Eccey, Chatou, Epinal, St. Denis, &c., were there paid the remains of the Emperor. The five battalions stationed at Courbevoie were under arms, and drawn up along with an immense multitude, which was covered with an immense multitude, who saluted the remains with deafening acclamations. The National Guards had not been called out, as it was found impossible to land the coffin until the next morning; but they were represented by their officers, who had repaired to the beach with the authorities of the surrounding districts. As each of the steamers approached she fired a salute, and then took the coffin on board, and was left to anchor at the banks of the river. One of them was a boat adorned with laurels and *immortelles*, on the deck of which arose a monumental tomb, which had been prepared by the inhabitants of Neuilly, and sent down to meet the conveyance as far as Angiers. In the front and round the tomb were engraved on escutcheons the names of the principal victories of the republic and empire.

The decorations on the quay, and at the head of the bridge of Neuilly, could not be completed in time for the ceremony. The wind was so piercingly cold, that the workmen were unable to raise to the top of the rostral column of Notre Dame de Grace a ball of the world, six feet in diameter, and a huge eagle which was to crown the whole. The column was to have been upwards of 150 feet in height. It stood on a base of three stages, the first of which rested on the summit of the bridge, and was to have been surmounted with a *deau-reless*, representing the passage of the Belle Pout, and from St. Helena. On the second were to be placed naval trophies; and on the third, a figure of Notre Dame de Grace, the patroness of sailors. But, owing to the cold, the authorities ordered the works to be suspended until the next day, and the column remained a mere skeleton. It has only presented the following inscription, containing the last request of Napoleon:—"It is my wish to repose on the banks of the Seine." Next to it were raised three tripods 30 feet high, handsomely decorated, from which arose volumes of flames. The wharf, or *dock*, constructed for the landing of the coffin, was terminated by an open Grecian temple, 100 feet high, under which the body was to lie in state, and to be afterwards transferred to the funeral urn. This temple, of a handsome and tasteful structure, was decorated at its angles with bunches of palm and tricoloured flags, and the roof was to have supported the rostral column, was placed over the front of the tem-

ple. But the most interesting decoration of all was the colossal statue of the Empress Josephine, erected at the extremity of the bridge of Neuilly, on the road leading to the Chateau du Mans.

At five o'clock Marshal Soult, Admiral Duperre, and M. Duchatel arrived at Courbevoie, and repaired on board the *Dordogne* steamer, to pay their homage to the Prince de Joinville.—Shortly afterwards the Duke de Nemours joined them, and spent part of the night with his brother-in-law, the admiral, whose apartments, and the tripods of the tumular boat threw out flames during the whole night.

The Prince de Joinville remained on board, and only a few of the sailors were allowed to land. One man, however, came ashore by special leave, who no sooner set his foot on the quay than he was surrounded and embraced by all the Generals, in presence of all the troops. This man, Sergeant Hubert, had never abandoned the Emperor dead or alive. After the demise of Napoleon, he assigned to himself the mission of digging his tomb, which he had previously discharged ever since the 5th of May, 1821. Hubert was dressed in the uniform of the Grenadiers of the Imperial Guard, and wore the decoration of the Legion of Honour.

This morning, long before day, the population was seen proceeding in the direction of the Barriere de l'Hotel, by which the cortege was to enter Paris. The greatest number, however, did not stop there, but pushed on to Neuilly, the avenue of which was in the course of a short time occupied by at least 400,000 to 500,000 people. The troops of the line and the National Guards soon afterwards arrived, and drew up on the ground allotted to each corps on both sides of the avenue.

The procession which reached the triumphal arch was headed by a detachment of *Genardes d'Elite*. To these succeeded Municipal Guards, Cuirassiers, Lancers, Dragoons, Infantry, and Artillery. Then followed a body of men for whom, with all our recollection of the horrors in which they had borne a part, it was impossible not to feel the deepest interest. These were the remains of those armies named on the streamers or ordonnance above their heads. Here were to be found on foot men of all grades, from the lieutenant-general, with his hat laced with gold, indicating that the wearer had commanded in a general engagement, to the simple soldier—I will not say the humble private soldier, for there was not a man of them who did not carry imprinted on his face an expression which seemed to say, "I was a soldier of the Republic; I was on the Rhine with the advanced guard; I was in Egypt, in Germany, in Spain, or in Russia." Here were, in all variety of uniform, (some of them approaching to the grotesque, and others the acme of military costume), the soldiers of Hoche and Marceau, of Moreau, Jourdan, Massena, Agourene, and Napoleon; and here were also the officers of Launne, Klinaime, Davoust, Ney, Berthier, Lulshale, Murat, Beradotte, Bessieres, Kieher, Kalerman, &c. Here were represented all "arms" of the Imperial Guard, Horse Grenadiers, Cuirassiers, Dragoons, Lancers, Hussars, Chasseurs, Grenadiers, Fusiliers, and even a *pied*, Pontoniers, Marines, Guides, and seven *Armes* more. Many of those veterans had, in addition to scars and cicatrices, other strong personal claims to notice; so that between the excitement of what we had seen and what was on the point of passing before our eyes, and the associations and recollections conjured up by the aspect of men whom the imagination almost pictured as in the grave, the mind yielded to them involuntary homage and respect.

At length the car arrived, preceded by a charger magnificently caparisoned, and led by two servants in the state livery of the deceased Emperor; but all that you will find described in the accompanying letter; so that little of my task remains. I shall only observe, that shouts of "Vive l'Empereur!" rent the air, and contrasted strongly, and I need not add, with the cries of "A bas Guizot!" "A bas les Anglais!" and "A bas Palmerston!" raised by this party. I cannot, however, take leave of this part of my subject without bearing testimony to the good sense and good feeling evinced by the population, who, I am sure, I may safely say, from Courbevoie to the Hotel des Invalides, in no single instance, responded to

those cries of "the students." This conduct is more creditable to the city of Paris, as no fewer than half a million of its inhabitants were eye-witnesses of the scene, and ear-witnesses of the shouts uttered by this handful of young madmen.

The imperial flag which floated from the mast-head of the Normandie was brought from St. Helena. It was the one presented to the Prince de Joinville by the ladies of the island, who made it with their own hands, as a homage to the memory of the Emperor; and the Prince, in accepting it, promised them that it should have been worn by the ladies of the island at Paris. The white and blue parts are in silk, and the red in China crape. The cypher in gold, which is in the middle, is embroidered with gold thread from the epaulettes of English officers at St. Helena, presented by them for that purpose.

Upon the conduct of the Students, a London paper makes the following remarks.

The last wish of Napoleon has been accomplished, his ashes, as it is the fancy of the French to designate his remarkably perfect corpse, rest on the banks of the Seine. The funeral solemnity past off, contrary to the expectation of many, without any commotion attended with bloodshed. An attempt was made by those undeniable young ruffians, the students and law students of Paris, to get up an *excelsis*; but, happily, the chilling frost, or indifference, rendered the Parisian population for once inaccessible to agitating influences. The behaviour, however, of the young scoundrels may teach a lesson to the youth of England, of the great advantages to be gained by concealing Continental liberality!

In consequence of the firing of musquetry with bank cartridges in the inner roads after sun-set on Saturday evening last, boats were despatched from the Post office to ascertain the cause. It seems to have been an affair of diversion between the officers in charge of the Swedish brig Venus and British ship Queen Victoria. The Venus commenced it, and 'Our Lady Victoria' spiritually retorted, exclaiming like another Helena—

"I'll have you to know,

"God bless my heart;

"The difference is in us;

"No great to us here,

"So little's here none

"Of your vain aspiring,

"For if you come, for to go

"You'll find I can fire

"As well as you."

## Advertisements.

### 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 toe do, wide toe do, pruned gator boots.

M. PARKER.

Calle de la Paix, No. 31.

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.

127 St.

### HAWAII CIGARS.

OF the first quality, are on sale at the house of George St. Jacques, No. 100, Calle de Mexico.

### 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, marble chimney pieces, all civil economical cooking stoves, steam heaters, all sorts of gas, follow up, cast iron, masonry, plaster, plank kettles, all farm houses, plaster, silver and other metals, set on the latest and most approved machinery, also any engines or chimneys not drawn or erected, by M. W. engines to alter to the owners satisfaction.

Michael Welsh can be seen at his residence, No. 227, Calle del Carrizo.

127 St.



March 3.—Wind E. S. E.

Arrived, British brig Ranger, 191 tons, George Gray, from Montevideo last inst., 421 maves salt, to Dowdall and Lewis.

British brig Washale, 175 tons, N.M. Kenzie, from Montevideo 1st, 334 maves salt, to John Best and Brothers.

Sailed, British barque Isabella, David Smith, for Liverpool, despatched by Renae, Macfarlane & Co., with 4080 dry ox and cow hides, 2822 dry salted do., 2213 salted do., 4100 ox horns, 90 pipes and 23 half do, with 3816 arrobas tallow, 35 bales with 3500 horse hides, 32 do, with 4875 doz nutria skins, 14 do, with 548 arrobas hair.

Passengers, Masters William Black, James and Charles Macdonald and Master Augusto Ramos.

British barque Montagu, George Craib, for Liverpool, despatched by Briscoe, Twyford & Co., with 335 salted hides, 29,960 horns, 392 pipes, 145 half do, and 51 quarter do, with 16,700 arrobas tallow, 24,424 arrobas tallow, 44 do, with 1190 doz, sheep skins. (She fired three guns on getting under way.)

British brig William Carey, Thomas Glenday, for Liverpool, despatched by Briscoe, Twyford & Co., with 1261 dry hides, 1500 salted hides, 19,740 horns, 203 pipes, 2 half do, and 11 quarter casts with 7857 arrobas tallow, 141 bales with 3323 arrobas wool, 174 do, with 4450 doz, sheep skins.

British brig Sotsman, Thomas Carmichael, for London, despatched by Dowdall and Lewis, with 738 dry ox hides, 985 salted hides, 189 dry salted do., 305 marquets, 64 pipes, 14 half do, and 2 quarter do, with 4284 arrobas tallow, 151 bales with 3675 arrobas wool, 11 do, with 253 doz, sheep skins, 4 do, with 229 doz, lamb skins, 35 do, with 1200 arrobas hair, 13 do, with 1300 horse hides, 11 do, with 4000 lbs, nutria skins.

American barque John F. Seymour, for Rio Janeiro, despatched by Daniel Gowland & Co., with 39 horses.

Sardinian schooner Luisa, Francisco Moratorio, for Montevideo, despatched by Carlos Galeano, with passengers.

March 4.—Wind E.

Arrived, French schooner of war Eclair, from Montevideo.

National zumaera of war Restauradora, 8 guns, Captain Nicolas Jergo, and a National schooner of war carrying one gun midships on a pivot, both from the Parana.

The Restauradora had on board 84 persons, of which 70 consisted of the crew. The schooner had 14 mep.

Sailed, Belgian barque Magellan, L. Meyer, for Havana, despatched by Alexander Ross Lafane, with 5783 quintals jerked beef, 47 pipes and 118 marquets with 2654 arrobas tallow, 690 bladders fat.

French polacre Cesar, Combe, for Marseilles, despatched by Zumaran and Treseira, with 1596 dry hides, 1873 salted do., 12 bales with 292 arrobas washed wool, 91 do, with 1729 arrobas dirty wool, 66 do, with 1223 doz, sheep skins.

Sardinian polacre Vigilante, Juan B. del Piao, for Montevideo and Genoa, despatched by Jacinto Caprie, with 8 pipes, 4 half do, and 8 quarter do, with 490 arrobas tallow, 200 fanegas barley.

Brazilian brigantine Lucitano, José Dominguez, for Montevideo, despatched by Livallo, in ballast.

American brig Tuskar, Freeman H. Bangs, for Rio Janeiro and Philadelphia, despatched by Daniel Gowland & Co., with 7000 horns, 227 bales with 3675 arrobas wool.

March 5.—Wind E. S. E.

Arrived, Two National zumaeras from the Parana with produce, and a brig apparently French brig of war Cygno.

The following vessels are ready to sail.

British barque Matthew Plummer and brigantine Packet, for Liverpool; Bique John Cook for Falmouth; and schooner Stamboul for Montevideo. American brig America, barque Coosa and ship Edward, for Philadelphia.—Hamburg brig Mary and Elizabeth, for Havre de Grace. Brazilian brigantine Felician, for Montevideo.

Merchant Vessels in the Port of Buenos Ayres last evening (Sábado).

British	.....	42
American	.....	19
French	.....	15
Spanish	.....	5
Scandinavian	.....	16
Belgian	.....	1
Swedish	.....	4
Norwegian	.....	2
Hamburg	.....	6
Brazilian	.....	9
Danish	.....	5
Prussian	.....	1
Neapolitan	.....	3
Russian	.....	1
Argentinian	.....	2
Oriental	.....	1
Dutch	.....	1
Total	.....	135

The above includes the American ship Edward, which we have withdrawn from our list of vessels in port this week, conceiving she would have sailed.

Shipping Memoranda.

Vessels on the berth at Liverpool on 27th December. FOR MONTEVIDEO AND BUENOS AYRES. Schooner Panope, Captain Lampriere. Brig Star, Captain John Clementson. — Alice Brooks, Captain John Scott. — Ergo Maxim, Captain Alexander C. Mackie. Rio Valley Girl, Captain Wolff. Barque Himley. — Renard, 150 tons, Captain Le Grand. We do not know if the Renard be brig or schooner. She is advertised as "The beautiful British built clipper Renard."

ARRIVED AT FALMOUTH.

October 17th, H. B. M's packet Deight, from Rio Janeiro 13th August, with the mail forwarded hence 21st July, by H. B. M's ketch Arrow. November 20th, H. B. M's packet Albat, from Rio Janeiro 27th September, Balina 7th October, Fernandisco 19th, with the mail forwarded hence 26th August, by H. B. M's packet Spider.

We are happy to extract from the Geeta Mercantil of last Saturday, the following notice of a deserved mark of distinction lately bestowed on Colonel Arenales, the Chief of the Topographical Department of this City.

Royal Society of Northern Antiquaries.

Sir, The Ant-Colombian American historical Committee, has represented to the President and the Directors at this day's sitting, how desirable it would be for the Society to number among its Members one whose character, activity and love of Science present so many claims to our homage.

We have therefore the satisfaction to inform you that the Directors authorize us to request your permission to insert your name in the list of the Members of the Society at the approaching General Meeting.

If you think proper to consent to our request, we beg you to forward to us your full name to enable us to extend your Diploma.

Copenhagen, April 21, 1840. (Signed) FINN MAGNUSSEN, Rafn. To Colonel José Arenales, Buenos Ayres.

Official Documents.

The Chief of Police in a note to the government dated 1st inst., states that 1362 persons arrived in this city during the last month, the departures 162.

Treasury bills in circulation on 1st inst., 4,385,600 dollars.

THE WEATHER during the week has been fine and temperate. Thermometer 68 to 79, the sun much wished for rain, however, still holds off.

SINGULAR OBITUARY.

Died, on the 4th of September last, the London and Leeds Mail Coach, in the 56th year of its age, it first commenced running (through Nottingham), on July 16th, 1786—the immediate cause of its dissolution is the spread of Railways.

Advertisements.

TO LET.

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

Interesting to Foreigners.

MRS. LOCK, respectfully informs Masters of Vessels and other transient persons 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 5t

Metropolis for a private house 1840.

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

Consulate of the United States of America.

THE Office of this Consulate is removed to No. 81, Calle de la Catedral. m6 3t

Mrs. J. SHAW.

BEGS to inform her customers that she has removed her Manje to No. 41, Calle del 25 de Mayo.

PRICES CURRENT.

Doublons, Spanish	.....	dollars each
Do. do.	.....	do. do.
Plata macassay	.....	do. for 5 lbs
Plata, Spanish	.....	do. each lb
Do. Patriot and Patagonas	.....	do. do. j. m.
Six per cent Stock	.....	60 a 62 1/2, per cent
Exchange on England	.....	21 a 22, per m.
Do. France	.....	a per doz.
Do. Montevideo	.....	19 a 20, per 100 Spec
Do. United States	.....	a per U.S. Dollar
Hides, Ox, for Eng. & Ger.	.....	65 a 65 1/2, p. pesada
Do. for France	.....	61 a 62, do.
Do. for N. America	.....	58 a 60, do.
Do. for Spain	.....	65 a 66, do.
Do. salted	.....	53 a 55, do.
Do. Horse	.....	23 a 25, do. each.
Calf skins	.....	50 a 52, do.
Sheep skins, common	.....	27 a 28, per dozen
Do. fine	.....	31 a 33, do.
Do. Deer skins	.....	21 a 24, do.
Goat skins	.....	40 a 45, do.
Nutria Skins	.....	5 a 5 1/2, do. per lb.
Chinchilla Skins	.....	60 a 100, lb. per dozen
Horse hair, short	.....	43 a 50, per arroba.
Do. mixed	.....	53 a 55, do.
Do. long	.....	60 a 100, do.
Wool, common, washed	.....	17 a 21, do.
Do. picked	.....	36 a 38, do.
Do. shorn from skins	.....	45 a 50, do.
Do. dirty	.....	15 a 25, do.
Tallow, pure	.....	30 a 31, do.
Do. raw	.....	17 a 20, do.
Do. with grease	.....	25 a 27, do.
Jerked Beef	.....	40 a 45, per quintal
Horns, mixed	.....	300 a 400, per mil.
Do. Ox	.....	600 a 800, do.
Shin bones	.....	150 a 170, do.
Hide cutting	.....	20 a 25, per 100 lb.
Outing feathers, white	.....	14 a 20, per lb.
Do. black	.....	8 a 10, do.
Salt tongues	.....	a
Salt on board	.....	20 a per fan
Discount	.....	1 a 2, per cent m.

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 21 pence. The lowest ditto 20 pence.

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