

British Packet

AND

ARGENTINE NEWS.

No. 7381

BUENOS AYRES, SATURDAY, JUNE 12, 1841.

[VOL. XV.]

BUENOS AYRES.

We have no news this week from the Interior, and indeed we could scarcely expect any, the sort of operations being so distant and the communication at this time of the year with the Province so infrequent.

A strong gampero wind has prevailed all the week and we have no late arrivals from sea or from Montevideo.

It is understood that General Echagüe has opened the Campaign in Corrientes.

A communication in the Gaceta of Tuesday contains an account of the *fiancés* in the palace of Batavada, to celebrate the preservation of the life of Governor Rosas and his daughter from the Infernal Machine.

The Gaceta of Wednesday has also a communication with details of the *fiancés* at San José de Flores upon the same occasion. The portrait of H. E. was borne in procession to the Church, accompanied by a band of music, the authorities of the town and various military officers and visitors from Buenos Ayres. The procession passed on until the ringing of bells, discharge of rockets, &c., and was met at the Church door by the *Cura Canongo* and other Clergyman, who received the portrait of H. E., and on receiving it, the *Cura* addressed the individuals composing the assembly, exhorting them to render thanks to Divine Providence for the preservation of the important life of H. E. the Governor, and to bear in mind the innumerable evils which must have befallen them had they been deprived of the only hero who sustains the country prosperous and happy.

The portrait was then placed near the High Altar, High Mass and Te Deum were celebrated, and a sermon analogous to the occasion, preached by the Rev. Domingo Lima. After Divine Service, the portrait was conveyed in the same order to the residence of the Alcázar of the town, where a splendid banquet was laid out of which numerous ladies and gentlemen partook. The greatest enthusiasm prevailed and several gentlemen addressed the company. At night there was a grand ball at the house of Don Carloto Silveira, which was attended by the principal ladies residing in San José de Flores, and others from Buenos Ayres. A number of very lovely *debutantes* joined in the dance, which did not conclude until day-break on the following morning. All the ladies wore the federal device (a red ribbon) on the left side of the head. Señor Silveira received the congratulations of his guests, for his kindness, attentions, &c., to which he returned in suitable reply, and in conclusion invited all to join with him in *Viva Nelson Anulo e Invalor Brigadier General Juan Manuel de Rosas! Viva la Honorable Representación de la Provincia! Mueran los salvajes Unitarios!* After these cheers and exclamations the company separated.

On Wednesday morning last, Doña Manuela Rosas, daughter of H. E. the Governor, the lady and daughter of Don Felipe Arana, Delegate Governor, Don Bernardo Victoria, Chief of Police and Don Francisco C. Belustigui, visited the National squadron in the *Pozos*, upon which occasion Admiral Brown's flag ship (General Belgrano) was "dressed out" and fired a salute. The company were conveyed from the inner roads to the *Pozos* and back again in the National schooner of war *Libertad*. The schooner fired a gun in the morning on receiving the party on board.

The *Sala de Residentes Extranjeros*, at No. 30 Calle de la Catedral, opened on Monday last. It is proposed that one of the saloons of the establishment shall be appropriated as an Exchange, for which purpose the Committee of management have inserted an advertisement in the daily papers, expressing how useful it will be to those interested in Commercial affairs to have a place of meeting in a central part of the City, and inviting Merchants, Brokers, &c., to meet daily from 12 to 1 o'clock, Sundays and holidays excepted, at the saloon in question.

THE WEATHER this week has been somewhat cold but reasonable—Thermometer 40 to 62.

Thursday last was kept as a close holiday in Buenos Ayres, it being the day of "Corpus Christi."

The Coronation of the Emperor of Brazil has been deferred until the 18th July.

"THOU SHALT NOT STEAL."

We beg to recommend the above commandment to the consideration of the person who has taken from the *Mirador* of the Commercial Room, the full length portrait of Prince Albert, spouse of H. M. Queen Victoria.

Official Documents.

Treasury bills in circulation on 1st inst., 4,355,000 dollars.

The Chief of Police in a note to the government dated 1st inst., states that 453 persons arrived in this city during the last month, the departures 290.

A note from Captain José Segui, Commandant of Fort Federation, to the Commandant of San Nicolas, and the department of the North, Juan José Obligado, states that the residents (including a number of ladies and children) and garrison of that district, had subscribed 536 dollars, in order to carry on the war against the "barbarous ferocious recalcitrant unitarians until their total extermination." Captain Segui adds, that it is impossible to describe the enthusiasm which prevails in every part of the district for the federal cause. The names of the subscribers were published in the Gaceta of 4th inst.

The government replied to the above on the 1st inst., returning thanks, &c.

Don José Manuel Saavedra, Justice of Peace of the Mar Chiquita, addressed a note to the government under date 30th ult., with a list of individuals of that district who have subscribed 3442 dollars current money in aid of the war against the unitarians.

From 'The English Chronicle,' April 6, 1841.

We have received the Paris papers to the 2d inst., and the Madrid mail to the 29th ult. The Fortification Bill had passed in the Chambers triumphantly, and in a few days it will receive the royal sanction and become a law. The French public will then cease to think about it, unless occasionally reminded of the progress of the war, until they see the capital surrounded by a series of forts, destined, like those of Warsaw, against an enemy within and not outside the walls. Really the King's management on

this occasion has been admirable. He has contrived to make use of the Thiers party as well as his own *coterie*, and to carry a measure, which if strictly examined has no other object but that of securing the Orleans dynasty from the revolutionary mob of the capital.

We have also received the Paris papers of the 4th.

The Paris journals are mainly occupied with the American news, received through the English papers. They take the same view of the question which is generally done with us, and consider the M^{rs} Good affair as virtually settled. This being the only open question affecting the great interests of France and England, its happy termination will be hailed with infinite satisfaction by our Gallic neighbours. The Cabinet of M. Guizot, strong in its doctrine of "peace every where and for ever," will make every sacrifice necessary to conciliate the foreign powers; and for a time all promises to be swifter and prosperity in France. The army will not be reduced until the fortifications of Paris are, to a certain extent, advanced; but the detached efforts being once fairly in train of execution, we shall have disarming, submission, and everything pacific that Austria and Prussia can desire.

How long that state of beatitude is to last is the question for consideration, as, with the eastern question at rest, and Spain left to settle her intestine division according to her own principles, it is difficult to find any ground remaining of dissension between England and France.—We must, therefore, consider for the moment that a perfect accord exists between both nations, and wait for the development of events in the progress of an age which has hitherto been so fertile in producing them.

If M. Thiers were in power the present position of Switzerland might be taken advantage of to give some annoyance to Austria, and leave one sore spot on the face of European policy; but now the pacific intentions of M. Guizot are again revealed, and Baron Morier, the French ambassador to the Diet, is ordered to support the views of the Austrian Minister.

The *Univers*, Paris paper, publishes a copy of the firman granted by the Porte in favour of the Christian religious associations at Jerusalem, and in Syria generally. The French ambassador at Constantinople and the consular agents of France in Syria have received orders to see that the firman is duly respected. The Count Bresson, late ambassador at Berlin, whose speech on the Fortification Bill gave so much satisfaction to the Tuileries, is not to return to his post in Prussia, but he has the choice of selecting the embassy at Constantinople or at Madrid. It is definitely settled that the Count de St. Aulaire comes to London.

Athens, February 23.

The King, by this present steamer, sends to M. Mavrocordato his recall from London, and his appointment to the Presidency of the Council of Ministers when the King does not reside in person) and Secretary of State for Foreign Affairs.

M. Trioupi returns to London as Minister of Greece to our court.

The appointments augur a change in the system which is much needed. They show also a disposition to be on better terms with England, and as our country has ever given good advice to Greece, I feel convinced that the only way for the King to become popular is to adopt frankly the English policy, and give a constitution to his subjects. These appointments will be unpalatable to both France and Russia, and above all to the Bazarian Camarilla.

'Jack,' the well-known negro, was on the morning of the 1st inst., at day-break found dead on the Alameda, apparently from suffocation, the effect of excessive drinking. Few that have visited Buenos Ayres in the last 10 or 20 years, but must have noticed this most extraordinary individual, his remarkable figure, the singular shape of his legs, mode of walking and his jargon of Spanish and English. He was truly an original, and whose sober (which alas was seldom the case) he was not only well behaved, but his manner was marked by a degree of politeness and intelligence rarely found in persons of his class. At all times he had infinite wit and drollery which were wont to set the bench on a roar. Never shall we forget his reply to us in one of his sober moments as to why he always made the bench his place of resort when drunk—'I go to the bench at those times (said he) to be amongst the English.'—And why amongst the English?—Because they get drunk too, and therefore my being so will then be of no great consequence.'

Jack could not have read 'Hamlet' else we should have thought he had that scene in mind where the grave-digger speaking of Hamlet says—

"He that was mad, and sent into England."

Ham.—"Ah, marry, why he sent into England?"

"Why, because he was mad: he shall recover his wits there, or, if he do not, it's no great matter there."

Jack was a native of Angola, but he always made a boast of being an Englishman, and certainly he was tolerably proficient in our vulgar 'paris of speech,' which he used to utter with stentorian lungs. Amongst his various accomplishments he could dance the *cachis* and sing well, yet he was incorrigible and had been so often in custody of the police for 'looking up a row,' that they at last did not care to meddle with him; they, however, just before the late blockade packed him off to the Island of Martin Garcia, where he became a great favorite and was called the 'Captain of the Fort.' On the capture of that island by the French, he addressed one of the French officers in his usual strain—"D—n your eyes give me a glass of grog." The officer surprised at such a salute and unacquainted with Jack's originality and mode of compliment, drew him a bowl. Jack returned to Buenos Ayres about 2 years since. Poor fellow, we saw him lying dead on one of the seats of the Alameda, he seemed as if asleep; we almost fancied he was about to rise and commence his usual deliriums. Since his decease we have heard many speak of him in terms of praise and regret, and none revile his memory—we believe him to have been perfectly harmless and 'no one's enemy but his own.' He will be long remembered in Buenos Ayres—we candidly avow that we miss him and his amusing orations about his property in 'Londres,' and solicitations for us to give him letters of introduction to our friends in that capital.

An officer of the United States schooner *Enterprise*, has sketched an admirable likeness of Jack.—It represents him on the beach, displaying with great hilarity a dollar note which some one had given him. The sketch is accompanied by the following parody and quotation—

"To drink, or not to drink,

That's the question, whether 'tis wiser

Whether it is better to swoop

And thurst all day,

Or go and get a glass of grog."

Shakspere.

"Man, being reasonable,

Must get drunk!"

Byron.

H. B. M.'s ship *Southampton*, 50 guns, bearing the flag of Admiral Sir E. King, was expected at Rio Janeiro from the Cape of Good Hope about the middle of this month.

We received by H. B. M.'s ketch *Arrow*, London papers to 7th April, Paris to 2nd do., they contain but little European news. The Rio Janeiro papers state on the authority of advices from the Cape of Good Hope, that the dispute between Great Britain and China has been arranged after some hostilities, in which the British naval forces destroyed the forts at

the 'Bocca Tigris.' It is affirmed that the Celestial Empire obliges itself to pay to Great Britain as an indemnification 6 millions of dollars in 8 years, and to cede to England the Island of Hongkong and the port of Whampoa for foreign factories. The trade carried on at Canton will therefore be transferred to Hongkong, subject to the same duties as were hitherto paid at Canton. The news from Canton in the *R. papers* comes down to the 21st January.

Admiral Elliot had resigned his command in the China seas in consequence of ill health.

In Europe every thing remained tranquil, and warlike preparations had in a degree subsided.

The misunderstanding between the United States and England was likely to be amicably adjusted. The London journals aver that the British Minister at Washington had had several satisfactory interviews with Mr. Webster, Secretary of State for Foreign Affairs of the United States.

From "The Naval and Military Gazette," London, March 27, 1841.

The *Cornwallis* has been ordered to be prepared for the flag of Rear Admiral Sir William Parker, K.C.B., appointed Commander-in-Chief on the East India Station, and will probably be commissioned next week. The gallant Admiral will proceed to his station by the overland route on the 1st of May, unless the expected news of the settlement of the China dispute renders that step unnecessary.

The following are the steam-vessels ordered to be built, *Nansoun and Gladiator*, first class; *Sydney*, second class, at Woolwich; *Virago and Bulldog*, second class, at Chatham; *Cornorant and Rattler*, second class, at Sheerness; *Beleebah and Centaur*, first class; *Thunderbolt and Scourge*, second class, at Portsmouth; *Vulture and Jonas*, first class; *Spitful and Inflexible*, second class, at Pembroke. Total, sixteen.

Considerable discussion has taken place of late in naval circles respecting the question of razeing—not such as Captain Burton proposes, taking off the poop merely, with the view of reducing a line-of-battle ship to a frigate, but cutting off the main deck, so as to make what now forms the upper the quarter-deck and fore-castle, and reduce the ship in all respects to the form of a frigate. The majority of officers are in favour of having frigates of a large class, so as to compete on equal terms with those of France and America, for which purpose, as regards the French, it would be necessary to extend their line of guns along the gangways; and the advocates for this plan propose reducing our small seventy-fours to this state, after the same manner as *Alfred*, *America*, *Com'quodard*, *Cornwall*, *Duila*, *Engle*, *Glooucester*, *Vindictive*, and *Warrior*, all of which have been razeed, or cut down to frigates, by the removal of one entire deck. But it is a mistake to suppose that these ships are armed with guns on the gangways, after the fashion of the French 60-gun frigates; on the contrary, they carry fifty guns only, namely, six 8-inch, sixty-five cwt., and twenty-two 32-pounders, fifty-six cwt., on the main; and twenty-two 32-pounders of forty-five cwt. on the quarter-deck and fore-castle. Undoubtedly they are equal to fighting ten more guns, if carronades are substituted in the latter positions, but we question whether such an addition would be an improvement, our opinion being decidedly against gang way guns, which they consider more in the shape of an incumbrance than a benefit in a ship-of-war.

But although the general opinion is in favour of razeing, first, because it will give us a number of frigates of the largest class; and, secondly, because it takes from the line-of-battle ships they are considered inferior to those possessed by our rivals; there are other plausible opinions are by no means to be despised, gallant and experienced officers, who are averse to the process of razeing our small line-of-battle ships, which they consider will be more serviceable in their present state.

Under the old arrangement, when these ships carried 18-pounders on the main deck, it was possible that in a heavy sea, when their lower deck ports could not be opened, they might be caught at disadvantage by frigates, offering to them a battery of twenty-four and thirty-two

pounders, in fact, an equal number of guns and of greater calibre, to say nothing of the advantages attendant on superior sailing. This objection has been remedied since the adoption of the new construction of the French 32-pounders on all decks. And with respect to power of sailing, it is supposed, that as regards the French 60-gun frigates, the line-of-battle ships in their present unrazeed state would have the advantage; in case of this supposition being correct, it would be the height of folly to sacrifice an advantage for the chivalrous purpose of reducing the force of a ship to the same scale as that of an enemy. From all we have heard, the American frigates, such as the *Porpoise*, *Franklin*, &c., are by no means equal to the *Constitution*, *United States*, &c., of the old class in point of sailing, or other qualities; and if so, it is probable these also may not prove superior to small ships-of-the-line in that essential, while the latter would have an undoubted advantage in action, and be also able to maintain their place in the line of battle in fleets.

We confess we think the operation of razeing one of doubtful policy. To a certain extent it may be done so as to give us by a speedy process a few frigates of the largest class, but a better plan we think would be to build these. The expense of razeing *Alfred* for instance, was 49,000*l.*, while the cost of *Vernon*, a far superior ship, was 48,500*l.*; and, for reasons unnecessary to repeat, the expense of building that ship was great, though it would be incurred in future. Again, there is the question of the policy of large frigates at all; for it is evident that timber of the scantling required to construct these is no more to be had in large frigates capturing a small one, and had *Nevezelle* or her sister *Zebr*, run up in haste at the end of last war, armed with sixty guns, and manned with 450 men, captured one of the American frigates, the triumph which she was destined to boast of. If seldom happens, that ships of precisely equal force in all respects meet in action; therefore although, as we have already stated, it is desirable to have different classes in the several rates, to suit every service, we do not think that we are called on to remodel the whole of our fleet, whenever another power effects an alteration. Such a system would be costly in the extreme, and our impression is, that the course which seems to be adopted is the prudent one, namely, to wear out the ships that are deficient in the present state, and to build new ones, as quickly as may be convenient, of extended size and improved dimensions.

Advertisements.

HAVERA CIGARS.

Of the first quality, are on sale at the house of George S. Macdon, No. 111, Calle de Mexico.

NOTICE.

O. J. Hayes and John Eastman, of the firm of O. J. Hayes & Co., of this City, have the day admitted as a partner George W. Blake. The business will be continued under two names as heretofore.

Buenos Ayres, April 27, 1841.

O. J. HAYES,
JOHN EASTMAN,
GEORGE W. BLAKE.

FOR SALE.

PATENT Merino fine full sized drawers and under-shirts, at moderate prices, also stout pilot cloth, now selling at No. 35 Calle de la Piedad, 74.

HYDRAULIC PRESSES.

TO MERCHANTS AND OWNERS OF BARRACAS.

TO BE SOLD.

THREE Hydraulic Presses, working by a force pump, made by the celebrated maker and patron, Messrs. Bramwell of London. There are 2 pressing boxes to each press, lined with stout copper, and strongly iron-bound. A quantity of iron railway. The pumps are made of cast iron, valves, &c., &c., and works a 12 inch piston, which is the largest size made up of at the present time for this class of press. If required, this splendid piece of machinery can be made up as a form 9 different presses for separate establishments, the extraordinary power of this description of press, and the great facility and despatch in belting hides, wool, &c., &c., needs no comment. Plans and instructions can be obtained, and every particular known by application to Mr. John Whitaker, No. 65 and 67 Calle del 25 de Mayo.

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

Date of Arrival	Vessels and Captains Names.	Consignees.	Destinations, &c.
British.			
Dec. 24	Brig Eliza, Richard Watkins.....	181 Daniel Gowlind and Co.	Caliz.
Mar.	Brig Henry, Edward Hamilton.....	174 J. K. Rick and Co.	Continent.
	Brig James, Thomas Gowan.....	216 Brascoe, Tynford and Co.	London.
	Brig Nic Mar, William Parnell.....	305 Robert Burt and Wilson.....	Falmouth.
	Brigge Consists of Durham, W. Faint.....	318 James Macfarlane and Co.	Liverpool.
	Brig Flatts, Stephen Thorne.....	311 Parlane, Macalister and Co.	Liverpool.
	Brig Fremont, John M. Kemmer.....	305 Parlane, Macalister and Co.	London.
April	Brig Cherub, William Whalley.....	363 Best and Brothers.....	Liverpool.
	Barque Light, John Harvey.....	222 Charles, Green and Co.....	Liverpool.
	Barque Wanderer, William W. Foster.....	306 John Pomeroy.....	Liverpool.
	Harque St. John the Baptist, Griffin.....	343 Anderson, Waller and Co.	London.
	Brig Antioch, William Thompson.....	218 James Macfarlane and Co.	Liverpool.
	Brig Cornus Packet, William Scottier.....	183 Flowers, Atkinson and Co.	Liverpool.
	Barque Gibraltar, William Turner.....	218 James Macfarlane and Co.	Liverpool.
	Barque "Orinial, Robert Dickson.....	325 Parlane, Macalister and Co.	Liverpool.
May	Brig Star, John Clementson.....	195 John Best and Brothers.....	Liverpool.
	Brig Wilson, John Stoop.....	315 Charles Taylor and Co.	Liverpool.
	Barque Alice Brooks, Jonathan Jackson.....	217 Parlane, Macalister and Co.	Liverpool.
	Brig Mary Hallett, Charles Fogg.....	171 Henry and George Bowne.....	Liverpool.
	Ship Urquguy, Stephen Wright, Kelso.....	340 Parlane, Macalister and Co.	Liverpool.
	Brig Bernard, Isaac Chapman Gales.....	305 Parlane, Macalister and Co.	Liverpool.
	Barque Martin, Alexander C. Meehan.....	145 John Hugart and Brothers.....	Great Britain.
June	Brig Givilyn, Christian.....	303 Greenwood, Gordon and Co.	Great Britain.
	Brig IV Arcy, George Phillips.....	322 Hodgson and Robinson.....	Great Britain.
	Brigantine Velocity, William Mould.....	153 John Hughes and Brothers.....	Great Britain.
American.			
Nov. 5	Brigantine Fair American, E. Rowe.....	148 Daniel Gowlind and Co.	Salem.
	Brigantine Casper, Hovee Howe.....	146 Zimmerman, Frazer & Co.	Rio Janeiro.
Feb. 12	Brig Oswego, James Green, John.....	220 Zimmerman, Frazer & Co.	Boston.
Mar.	Ship Corwin, W. R. Wells.....	356 Greenwood, Gordon and Co.	Boston.
April	Brig Madison, Michael Van.....	325 William A. Rhoads.....	Philadelphia.
	Brig Josephine, James Hedge.....	332 Zimmerman, Frazer & Co.	Boston.
	Brig Susan, J. H. Gooden.....	183 Daniel Gowlind and Co.	For Sale.
	Brig Sardinia, Joseph Lindner.....	387 Jones and Johnson.....	New York.
May	Ship Josephine, Benjamin Frings.....	307 Greenwood, Gordon and Co.	Boston.
	Barque Susan, George Phillips.....	197 Joseph J. Hayes.....	Boston.
	Brig Plymouth, William Thomas.....	178 Zimmerman, Frazer & Co.	Boston.
	Brig Arcturus, Consuelo S. Bullen.....	353 Zimmerman, Frazer & Co.	Boston.
French.			
Dec. 2	Barque Turco, Leclerc.....	214 Harlez and Constantin.....	Havre de Grace.
	Barque Duquesne, Barthelemy.....	282 Godard, Steiss and Co.....	Cowes for orders.
Mar.	Brig Herminie, Jean-Charles.....	171 Ferdinand Mallat.....	Marseilles.
	Barque Bourgeois, Ceradotte.....	183 Mace, Dunoyer and Vann.....	Havre de Grace.
May	Brig Corneil, Kermou.....	150 John Baptist Freilg.....	Genoa.
	Brig Vasco, N. C. Pignatelli.....	271 Jacinto Caplle.....	Mantevideo.
Sardinian.			
Nov. 8	Barque Aurora, Manuel Vapello.....	11 Antonio Adams and Co.....	Mantevideo.
April	Palanca Alfrado, Luis de Apostola.....	500 Lavallad.....	Mantevideo.
May	Palanca Cesar, Agusto, Pietro Avanzo.....	350 Zimmerman and Trezona.....	Mantevideo.
	Ship Aguilu, Juan Bautista Pirogno.....	160 Lavallad.....	Mantevideo.
	Brig Francisco de Batta, M. F. Auzan.....	180 Caprilli.....	Mantevideo.
June	Brig Narciso, Juan Piedras.....	180 Caprilli.....	Mantevideo.
	Palanca Carlo, Alberto, M. F. Auzan.....	180 Caprilli.....	Mantevideo.
Spanish.			
April 28	Brig Francisco, Francisco Salomon.....	178 Zamora and Trezona.....	Ports of Spain.
	Palanca Nra. Sra. de Gracia, A. Boel.....	171 Revalz Brothers.....	Mediteranean.
May	Barque Amalia, Jose Ramirez.....	201 Zamora and Trezona.....	Mediteranean.
	Brig Emilio, Ignacio Carrolo.....	145 Lavallad and sons.....	Mediteranean.
	Brig Mercedes, Juan Terr.....	185 Lavallad and sons.....	Mediteranean.
June	Brig Eduvino, Rafael Sierra.....	185 Lavallad and sons.....	Mediteranean.
	Brig Arturo, Jose Etxebarria.....	185 Lavallad and sons.....	Mediteranean.
	Brig Paula, Zabala.....	185 Lavallad and sons.....	Mediteranean.
Danish.			
Dec. 21	Brig Phoenix, Hans Schmidt.....	170 J. K. Rick and Co.....	Continent.
Jan. 4	Barque Jacin, Hans Schmidt.....	285 Francisco Domingo Justo.....	Cowes for orders.
Mar.	Brig Fortune, N. P. Nielsen.....	462 Greenwood, Gordon and Co.	Cowes for orders.
April 27	Brig Thorsdahl, Peter Esmerseth.....	222 J. K. Rick and Co.....	Cowes for orders.
May	Brig Aurora, E. B. Van.....	109 J. K. Rick and Co.....	Cowes for orders.
16	Brig Odin, R. J. Leth.....	170 J. K. Rick and Co.....	Cowes for orders.
Bremen.			
April 5	Brig Lonia, Vito Hagen.....	216 Rings, Hutz and Co.....	Bremen.
May	Brig Catherine, John W. Eberfeld.....	180 Zimmerman, Frazer & Co.	Havrus.
June	Brig Johannes, Gust. C. Eberfeld.....	166 Zimmerman, Frazer & Co.	Falmouth.
	Barque Konstant, Balcher.....	197 J. K. Rick and Co.....	Falmouth.
Brazilian.			
Nov. 18	Brig Lonia, J. M. de Silva.....	301 Alexander Ross Lafone.....	Continent.
Jan. 1	Schooner Alamosa, Francisco Panto.....	43 José Coelho Meyrells.....	Mantevideo.
May 28	Brigantine Maria do Carmo, Souza.....	85 Harlow, Cayman and Co.....	Mantevideo.
June	Brigantine Suspiro, Antonio C. Ribeiro.....	176 Juan Sousa Montano.....	Brazil.
	Brigantine Gertrudis, J. J. de Amorim.....	180 Juan Balthaz Santos.....	Brazil.
	Schooner Concepcion, C. Antonio.....	83 Juan Nin.....	Mantevideo.
	Brigantine Luminosa, Alejandro de Sistierna.....	140 Lavallad and sons.....	Mantevideo.
	Schooner Virginia, Manuel J. Diaz.....	153 Antonio Ribeiro.....	Mantevideo.
Hamburg.			
Feb. 18	Barque Laura and Louisa, C. Baughach.....	320 J. K. Rick and Co.....	Continent.
	Brig Wilhelmus, J. A. Reppert.....	174 Zimmerman, Frazer & Co.	Hamburg.
April 22	Brig Penelope, Jacob Japanese.....	174 Zimmerman, Frazer & Co.	Hamburg.
Swedish.			
April 14	Brig Venus, Hovne.....	206 Zimmerman, Frazer & Co.	Antwerp.
April 24	Barque Tito, S. A. Fogelmark.....	327 Parlane, Macalister and Co.	Havrus.
Norwegian.			
Dec. 10	Brig Savannah, May, A. B. Jorgenson.....	216 Zimmerman, Frazer & Co.	Continent.
Jan. 10	Brig Nicolai Nicolayson, Tydell.....	160 Antonio Aldama.....	Amsterdam.
Belgian.			
April 17	Brig Caroline, G. L. Ypes.....	329 Nicholson, Green and Co.	Cowes for orders.
May 6	Barque Arde, Francis Van de Sienne.....	245 Alexander Ross Lafone.....	Havrus.
June	Brig Eliza, Fetteg.....	140 Gihale.....	Antwerp.
Russian.			
Jan. 26	Barque Johannes, Melberg.....	380 Baugs, Hutz and Co.....	Bremen.
Austrian.			
Feb. 22	Barque Regina Victoria, Santo Bassi.....	343 Antonio de Alama.....	Cowes for orders.
June	Barque Catherine, Cevich.....	490 Nicholson, Green and Co.	Cowes for orders.
Argentine.			
Feb. 18	Brigantine Condor, Levi Honeyburn.....	182 Anderson, Waller and Co.	Cowes for orders.
Prussian.			
April 27	Brig Patricia, G. R. Boucher.....	180 Alexander Ross Lafone.....	Continent.
	Brig Amelia, H. Bunting.....	250 Zimmerman and Trezona.....	Antwerp.
May 22	Barque Leopold, J. C. Holz.....	271 Alexander Ross Lafone.....	Antwerp.
Portuguese.			
June 5	Brigantine Bom Jesus, J. A. Mateosin.....	170 M. A. Ramos.....	Brazil.

FOREIGN VESSELS OF WAR.
BRITISH. Ship Pearl, 20 guns, Captain Charles Colville Frinkland. Ketch Arrow, 10 guns, Liana William Robinson, Commander.
FRENCH. Brig Cyren, 23 guns, Captain Marie Joseph Alphonse Ode-Pellion.
BRAZILIAN. Brigantine Argos, 13 guns, Captain Antonio Felix Correa de Melo.

Shipping Memoranda.
Vessels on the berth at Liverpool on 6th April.

FOR BUENOS AYRES.

Brig Diamond, 189 tons, Captain John Baldwin.
 Acacus, 163 tons, Captain Richard Hayes.
 Brig Plumstead, 157 tons, Captain Captain Symonds.
 Brig Fame, 155 tons, Captain R. B. Frigate.
FOR MONTEVIDEO AND BELLOZOS AYRES.
 Barque Dickey Sam, 251 tons, Captain Casler.
 Schooner Pasha, 188 tons, Captain T. Leggett.
 Brig Eliza Heywood, 235 tons, Captain Stott.
 Brig Sweet Home, 184 tons, Captain Longmuir.
 Brig Inebela and Ann, 211 tons, Captain J. Hutchison.
 Barque Vitula, 205 tons, Captain G. Fielding.

We know not whether the Acacus be ship, barque, brig, brigantine or schooner. She is advertised as "The beautiful Falmouth built clipper Acacus."

H. B. M's packet Linnet, was to bring the May mail from Falmouth for the Brazil and River Plate.

ARRIVED AT FALMOUTH.

March 4, H. B. M's packet Seagull, from Rio Janeiro 12th January, with the mail forwarded here 17th December, by H. B. M's brig Wizard.
 " 16th, Swedish brigquette Frances Josepue, Moller, hence 14th January—and sailed on 21st March for Rotterdam.

AT FLYMOUTH.

April 8th, H. B. M's ship Star, from Rio Janeiro 16th February, with the mail forwarded here 19th January, by H. B. M's packet Spider.

AT LONDON.

March 10th, British brig Flora, Patron, hence 27th December.
 " 17th, British brig Briat, Escott, hence 19th December.
 April 2nd, British brig Ling, Luens, from Montevideo.

AT LIVERPOOL.

March 8th, British brig Molson, Wright, hence 10th December.
 " 23rd, British brig Philomela, Sprout, hence 4th January.
 " 27th, British brig Paine, Frings, hence 14th January.
 April 3rd, British brig Arab, Delgado, hence 13th January.
 " 4th, British barque Chasco, Dickenson, hence 23rd January.

AT COWES.

April 5th, Belgian brig Windhorn, Langhiet, hence 12th January.
 " Danish brig Eolus, Jansen, hence 16th January.

AT ANTWERP.

March 15th, Swedish brigantine Felix, Ewert, hence 3rd January.
 " 19th, Belgian brig Hirondelle, Cordier, hence 22nd December.
 " 28th, American brig Whig, Baldwin, hence 14th January.

AT FREEB.

March 22nd, Dutch barque Sneelheid, Visser, hence 9th January.

AT HELVOET.

March 15th, Oldenburgh brig Sophia, Addicks, hence 19th December.

AT SAN MALO.

July 17th, French barque Courier de Montevideo, from Montevideo.

AT CADIX.

March 18th, Tuscan barque Cleopatra, Shephard, hence 26 th December.
 " Spanish barque Barcelona, Maritany, hence 3rd January.

AT HAVANA.

January 21st, Spanish brig Invincible, Maristany, from Montevideo.
 " 22nd, Spanish brig Rapido Catalan, Vila, from Montevideo.

AT MATANZAS.

January 27th, Spanish brig Tomas Gener, Domenech, from Montevideo.

AT ST. THOMAS.

February 27th, Danish brig Hiram, Wardinger, hence 17th January.

ARRIVED AT RIO JANEIRO.

4th ult., H. B. M's brig Clia, hence 20th April, Montevideo 24th do.
 6th, Norwegian brig Judo, Myren, hence 16th April.
 9th, Brazilian schooner Espejador, Silva, hence 20th April.
 " French barque Guatin, Greno, hence 11th April, Montevideo 23rd do.
 10th, French brig de Westigue, hence 28th April, Montevideo 1st ult., having on board Lieut. Maxwell Barratt, Argentine Minister to France.
 13th, H. B. M's brig Partridge, (packet) hence 24th April, Montevideo 29th do.
 14th, French frigate Atlanta, from Montevideo 9th ult., bearing the flag of Rear Admiral Dupont.
 15th, Brazilian brig Pousamento, Carlos, hence 2nd ult.
 17th, Brazilian zumaeca Fourteenth November, Ferreira, hence 27th April.
 19th, H. B. M's packet Deight, from Falmouth 9th April, with the mails for the River Plate.

SAILED FROM RIO JANEIRO.

6th ult., H. B. M's packet Magnet, for Falmouth, via Bahia and Pernambuco (the took no mail here).
 18th, H. B. M's packet Star, for Falmouth, via Bahia and Pernambuco, with the mail forwarded hence 24th April, by H. B. M's brig Partridge.

SAILED FOR MONTAVideo.

4th inst., H. B. M's packet Spider, for Rio Janeiro.

MARINE LIST

PORT OF BUENOS AIRES.

The Brazilian schooners Irene, Ana Constantza and Chiquitino, have been sold, and are now under the flag of this Republic.

The British brig whose arrival on the 4th inst., was noticed in our list, is the D'Arcy, 323 tons, George Phillips, from Island St 29th January, Rio Janeiro, Montevideo 2d inst., 185 moyes sail, to Hodgson and Robinson.

June 5.—Wind S. S. W.

Arrived, H. B. M's ketch Arrow, 10 guns, (packet) Lieut. William Robinson, Commander, from Rio Janeiro 23rd ult., arrived at Montevideo 2d inst., sailed thence 3rd, with the mail of the packet Delight, from Falmouth 9th April. Passenger from England, Mr. Thomas Carline.

Portuguese brigantine Bon Jesus, 132 tons, José Antonio de Mascarello, from Parana 4th ult., yerba, &c., to Manuel Acevedo Ramos.

Brazilian schooner Virginia, 123 tons, Manuel J. Dass., from Parana 7th ult., Montevideo 3rd inst., yerba, &c., to Antonini, Brothers.

Sardinian brig Narciso, 186 tons, José Piedronera, from Bahia 1st ult., Montevideo 3rd inst., 150 pipes rum, 40,000 pieces wood, 300 boxes cigars, to Jacinto Caprice.

Sardinian polacre Carlos Alberto, 205 tons, Juan Bautista Autola, from Genoa 21st March, Montevideo 3rd inst., paper, earthenware and general cargo, to Jacinto Caprice.

British brigantine Velocity, 135 tons, William Mood, from Messina 2nd February, Montevideo 3rd inst., 100 tons salt, 170 pipes wine, &c., to John Hughes and Brothers.

Sailed, Sardinian ship Buena Maria, Manuel Martinez, for Genoa, despatched by Llavallol and Sons, with 2480 dry hides, 1675 salted do., 30,768 horns, 2180 horn tips, 207 bales do., with 10,395 arrobas wool, 5 do., with 114 doz. sheep skins.

Sardinian barque Maria Eugenia, Luis Ballo, for Genoa, despatched by Zimmerman and Trezona, with 900 dry hides, 100 marquetas with 800 arrobas tallow, 33 bales with 1037 arrobas hair, 367 do. with 9450 arrobas wool.

Admiral Brown's squadron anchored in the Pozos this morning from the outer roads.

June 6.—Wind W. S. W. foggy in the morning.

No arrivals.

Sailed, American brig Messenger, B. A. Taylor, for Boston, despatched by Zimmerman, Frazier & Co., with 6341 dry hides, 51 bales with 1226 doz. sheep skins, 64 do. with 1536 arrobas wool, 750 fanegas salt, and 29 boxes spermaceti candles, return cargo.

Hamburg brig Maria Elizabeth, W. Pokkes, for Amsterdam, despatched by Bangs, Hatz & Co., with 13,243 dry hides, 900 salted do., 4000 horns.

June 7.—Wind W.

No arrivals.

Sailed, British barque Hindley, William Henry Weddy, for the Cape Good Hope and Isle of France, despatched by Charles Taylor & Co., with 50 tons coal and 50 do. salt, as ballast.

Brazilian brig Nuestra Señora de la Ajuda, Alejandro José da Costa, for Parana, despatched by Felipe Javier Nuñez, with 382 dry hides, 1760 quintals jerked beef, 220 pouches and 3 cases dry goods.

Portuguese brig Genesio Felis, Antonio Diego Labrador, for Rio Janeiro, despatched by José Pereira Carneiro, with 30 dry hides, 2060 quintals jerked beef.

Brazilian packet schooner Eufrasia, Mariano Francisco de Silva, despatched by Harpoy, Casvirau & Co., with passengers.

The Agnes left the outer roads but returned.

June 8.—Wind W.

No arrivals.

Sailed, (during the last night) Spanish brig Conde de Luchana, Juan Bautista Zavala, for Cadiz, despatched by Llavallol and Sons, with 9000 dry hides.

This day, British brig Agnes, Thomas Seaton, for Liverpool, despatched by Alexander Ross Lafone, with 4336 wet salted ox hides, 12,806 horns, 36 tons bones, 175 pipes, 30 half do. with 6250 arrobas tallow, 140 bales and 80 chickens, with 2065 arrobas wool, 40 bales with 1000 doz. sheep skins, 12 do. with 240 doz. sheep pipes.

June 9.—Wind W. hazy. Rain at night.

No arrivals or sailings.

June 10.—Wind W. slight rain in the morning.

Hay.

No arrivals.

Sailed, Danish brig Catherine, M. A. Anderson, for Cowes and the Continent, (calling at Montevideo,) despatched by J. J. Klek & Co., with 11,281 dry hides, 1210 salted do., 1 box bones.

At night, British brig Europe, John Briddle, for Newcastle upon Tyne, despatched by John Galt Smith & Co., with 3112 wet salted hides, 9378 horns, 250 tons bones, 40 pipes with 1520 arrobas tallow.

June 11.—Wind W. opposite coast visible.

No arrivals.

Sailed, British barque Ferris, J. Hillroy, for Montevideo to calculate for loading for Liverpool, despatched by John Best and Brothers, with 411 salted horse hides, 30,000 tons, 282 pipes and 23 skeels with 9000 arrobas tallow.

French polacre Mariana, Pierre Giraud, for Rio Janeiro, despatched by Thomas Rousseau, with 2450 quintals jerked beef, 2192 arrobas tallow.

Passengers, Señores Palvina Romero, Ramon Bazerque and Antonio Garcia.

Hamburg brig Helena, A. E. Van Dyke, for Falmouth for orders, despatched by Zimmerman, Frazier & Co., with 9000 dry hides, 1200 salted do., 1 pipe with 30 arrobas tallow, 10 bales with 63 arrobas hair, 50 doz. goat skins, 200 do. nutria skins, 18 doz. deer skins, and 63 arrobas wool.

In sight a schooner.

Merchant Vessels in the Port of Buenos Ayres last evening (11th inst.)

British	25
American	12
French	6
Spanish	6
Sardinian	8
Belgian	4
Swedish	2
Norwegian	2
Hamburg	3
Brazilian	8
Danish	6
Bremen	4
Russian	1
Austrian	2
Argentine	2
Prussian	3
Portuguese	1
Total	95

The above includes the Belgian brig Infatigable, which we have withdrawn from our list of vessels in Port on Thursday last, conceiving she would have sailed.

VICTORIA THEATRE.

On 6th inst., was performed 'Elvira' and a farce.
On 7th, for the benefit of Señor Calabrás, 'Adelante' and a farce.
On 10th, 'Lanuzá' and a farce.
We did not attend these representations.

Vessels posted to sail.

THIS DAY.
French barque Turceno, for Havre de Grace.
Belgian brig Infatigable, for Falmouth and the Continent.
On the 14th, H. B. M's ketch Arrow, for Monte video and Rio Janeiro.

Birth.

On the 5th inst., the lady of George Brownell, Esq., of a daughter.

Married.

On the 4th March, at St. Luke's Church, London, by the Rev. Dr. Rice, GEORGE DOWSE, Esq., to DEBBY, second daughter of David Grant, Esq., of South Place, Finsbury.

On 10th inst., in this City, at the British Episcopal Church, by the Rev. John Armstrong, Mr DANIEL WILLIAMS, to Miss MARGARET EDGE, both natives of Liverpool.

On 10th inst., in this City, by the Rev. William Brown, JOHN WHITAKER, native of London, to MARIAN EBBON, native of Aberdeen, Scotland.

Advertisements.

NOTICES.

FOR SALE, at No. 55 Calle de la Victoria, a plan of Scales of a new and simplification, calculated to weigh from one to two thousand pounds, with the greatest facility and exactness, and are well adapted for warehouses and barracks. J. B. S.

TO THE PUBLIC.

A Gentleman of high literary attainments, a Graduate of a College, proposes to give instruction daily to private families at his house, or at his lodgings, in the following languages and sciences.

Greek, Latin, English, French, Portuguese and Italian, Geography, Ancient and Modern History, General Mathematics, Stronghold's Axioms and the Dames Lectures with Bookkeeping.

Terms will be found moderate and references respectable. Apply at No. 154 Calle Potosi.

Buenos Ayres, June 11, 1841.

PRICES CURRENT.

Doublers, Spanish	.....	dollars each
Do. Patriot	.....	do. do.
Plata macanquina	.....	do. for one
Dollars, Spanish	.....	do. each
Do. Patriot and Patagonas	.....	do. do.
Six per cent Stock	.....	60 a do. per ct.
Exchange on England	.....	21 1/2 pence per dol.
Do. Rio Janeiro	.....	29 a 30 pr. do.
Do. Montevideo	.....	18 1/2 a 19 pr. do.
Do. United States	.....	a per U. S. dollar
Hides, Ox, for Eng. & Gar.	.....	61 1/2 ds. p. pesada
Do. for France	.....	60 a 62 do.
Do. for N. America	.....	60 a 62 do.
Do. for Spain	.....	65 a 68 do.
Do. salted	.....	50 a 51 do.
Do. Horse	.....	25 a 29 do. each.
Calf skins	.....	3 1/2 do.
Sheep skins, common	.....	32 a 33 per dozen
Do. fine	.....	36 a 38 do.
Deer skins	.....	22 a 24 do.
Goat skins	.....	40 a 45 do.
Nutria skins	.....	5 a 5 1/2 do. per lb.
Chinchilla skins	.....	85 a 95 do. per arro.
Horn hair, short and long	.....	45 a 49 per arro.
Do. mixed	.....	50 a 52 do.
Do. long	.....	59 a 60 do.
Wool, common, washed	.....	10 a 25 do.
Do. picked	.....	40 a 42 do.
Do. shorn from skins	.....	50 a 70 do.
Do. mixed, dirty	.....	15 a 30 do.
Tallow, pure	.....	30 a 33 do.
Do. raw	.....	19 a 23 do.
Do. with grease	.....	25 a 28 do.
Janed lard	.....	30 a 35 per quintal
Horns, mixed	.....	400 a 600 per mil.
Do. Ox	.....	500 a 900 do.
Sign bones	.....	150 a 170 do.
Hide cuttings	.....	30 a 35 per 100 lbs
Outch feathers, white	.....	25 a 30 per lb.
Do. black	.....	12 a 15 do.
Salted tongues	.....	14 a 16 pr. per can
Salt, on board	.....	1 a 2 pr. pr. month
Discount	.....	1 a 2 pr. pr. month

The highest price of Doublers during the week dollars. The lowest price, dollars and fractions.

The highest rate of Exchange upon England during the week 2 1/2 pence. The lowest ditto 2 pence.

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