

# British and Paquet

AND

## ARGENTINE NEWS.

N<sup>o</sup>. 778.]

BUENOS AYRES, SATURDAY, JULY 17, 1841.

[Vol. XV.

### BUENOS AYRES.

We have very little additional information this week from the Interior. Lavalle is stated to be completely hemmed in in the valley of Pitul by the forces of the Cordoves Colonel Rodan and of Col. Lopez, the new Governor of La Rioja. General Oribe was pursuing his march in direction to Tucuman, where La Madrid was severely harassed on the one side by General Ibarra, and on the other by the guerrilla parties of the peasantry. The whole campaign of Salta is represented as likewise in arms in favor of the Federal cause.

The Argentine squadron was at anchor for several days close to Montevideo, but left that anchorage early in the morning of Saturday last, and anchored afterwards we hear, off Santa Lucia. The Riverista squadron consisting of a corvette, a barque, two brigs and perhaps one or two smaller vessels, were ready to sail but were still in Montevideo on Wednesday. In all probability we shall have in our next to record a rencontre between the hostile squadrons.

The Gaeta of 14th and 15th inst., contains a list of subscriptions in the district of Quilmes amounting to 2735 dollars currency, in aid of the Hospital for Men in this City, with a note from Don Manuel Geravacia Lopez, Justice of Peace of said district to the Managing Committee of the Hospital, with their answer thereto, returning thanks to the parties for their generous donations.

The *Weather* during the week has been seasonable—Thermometer 44 to 56. It rained heavily on Wednesday, which was much wanted in the country.

### Merchant Vessels in the Port of Buenos Ayres last evening (16th inst).

British.....	27
American.....	9
French.....	6
Spanish.....	16
Sardinian.....	6
Belgian.....	1
Swedish.....	1
Norwegian.....	2
Hamburg.....	1
Brazilian.....	14
Danish.....	5
Bremen.....	6
Austrian.....	2
Argentine.....	1
Prussian.....	2
Portuguese.....	1
Dutch.....	1
Total.....	101

The schooners, &c., under the Brazilian and Sardinian flags, employed as packets between this and Montevideo, are not included in the above list.

The above list includes the Prussian barque Leopold, which we have withdrawn from our list of vessels in Port on Thursday last, conceiving she would have sailed.

From the "Naval and Military Gazette," London, May 1, 1841.

The rapidity with which steam navigation is

increasing, affords the gratifying assurance that in this new element of Naval power, we are not only already far in advance of rival nations, but likely to continue so. While our rivals are talking about the extension of steam navigation, we are effecting it, by establishing lines of packets to all parts of the world; and it is not too much to suppose, that for every single steam vessel the French will produce for these dozen years to come, even with the aid of their new establishments for the manufacture of engines at Indret, we shall launch and equip half-a-dozen.

In this important element we possess even more advantages than with respect to sailing-vessels, in our coal, iron, extensive manufactories, engineers of capital, and skilful mechanics; and to contend against these is a hopeless case for a country, not only indifferently provided in such essentials, but lacking the enterprise and opportunities to put them in profitable action.

A few years back, when steam-vessels of large dimensions were proposed, we pointed out the necessity for some arrangement under which they might be made available for purposes of war at the shortest notice. We suggested, that every vessel capable of bearing a gun should be actually fitted with one, to be afterwards preserved in store, so as to be restored on emergency. Moreover, we pointed out the necessity of building these vessels of strong construction, because we were fearful that the designers, having only in view, would disregard other considerations essential in all vessels navigating the ocean, whether propelled by wind or steam.

It is a very general opinion, that in constructing the large steam-vessels for the New York line, sufficient attention has not been paid to this important matter; and a review of what has occurred in the case of each will confirm this idea, leaving out of the question the unfortunate state of suspense in which we now are with regard to the fate of the *President*.

The *Great Western* was, as our readers may recollect, docked at Pembroke in January, 1839, and found to be considerably sunk in her frame immediately below the engine-room, owing to the great weight of the boilers and machinery. The *British Queen* has lately undergone extensive repairs at Blackwall, a vast number of iron knees having been applied to strengthen her frame in the fore part; and we have heard it reported, that when the *President* arrived at Liverpool last, her shear was so much broken that the white streak was blackened over by order of her Commander, to prevent its being observed from the shore.

### THE PAIXHANS SHELLS.

Colonel Paixhans of the French artillery, after maturely considering what kind of shell might be most effectually employed against vessels, proposed to use cannon of a short bore, from which hollow shells might be discharged with a flattened arc. The French government accordingly ordered such a cannon to be cast, fit for a charge of 58 lbs., and having diameter of 8½ inches French, or about 9 inches English. Experiments were then made with it against a ship of the line, in Brest Harbour, at a distance of 700, 1100, and 1400 paces; it was found, that its fire was as accurate as that from longer guns, and that its effect was infinitely more destructive than had been anticipated. When the charge was small, the shell fitted itself in the ship's side, and exploded, forming an orifice several feet in diameter; but when the charge was increased, so as to force the shell through

the side, the orifice took the exact diameter of the shell, and extensive injury was done to the masts and inner works of the vessel, both by the missile itself and its subsequent explosion. The ship was kept constantly welled, but, in spite of this, she was frequently on fire, and there was much trouble in extinguishing the flames. It remains to be ascertained how any vessel can withstand the effects of such a destructive missile as the one in question; the first shot may send it to the bottom, or blow it to atoms. It has been adopted in the armament both of the French and English navies; as well on board ships of the line and frigates as steam-vessels.

United Service Journal.

It is said that H. B. M's brigantine *Viper* is likely some day or other to relieve H. M's schooner *Spider*, on this station. What choice named H. M's government have selected for their River Plate packets—Hornet, Cockatrice, *Spider*, and *Viper*.

The French Rear Admiral Massieu de Clerval, arrived at Rio Janeiro on the 17th ult., in the *Glaire* frigate, from Brest. He relieves Admiral Dupotet who returns to France.

The Ribbon of the Order of the Knighthood of St. Patrick, vacant by the death of Earl O'Neill, is to be conferred on the Earl of Arran.

H. B. M.'S. *Stag*.—On this ship being lately paid off at Devonport, her officers and crew were complimented on the order she was in by Admiral Warren; and the dock-yard officers have stated that no ship has paid off so well, or returned her stores in such good order at Devonport, for some time. Her men were on shore every night while paying off, and every thing went on in the same orderly manner as it appears to have done in the *Asia* at Sheerness.

From 'The Times,' May 4, 1841.

HAMBURG, April 21.—The convention with England (that is, with the English Post-office) was concluded on the 23rd of March, and came into effect on the 6th of April. It was negotiated by Mr. Banks, one of the Syndics, who was sent on a special mission to London. On this occasion he took up a negotiation which was begun long ago by Mr. Colquhoun, Hanseatic resident at London, relative to the direct trade between the Hanseatic cities and the British colonies. Our readers are aware that by Cromwell's act of navigation, England reserved to itself exclusively the trade with its colonies. Subsequent acts of Parliament modified the restrictions, allowing other nations to trade to the British colonies with their own productions; this, however, was of little or no advantage to the Hanseatic cities, on account of the small extent of their territory. By the treaty between Austria and Great Britain, the articles of which allow Austrian ships to export to England and its colonies from the harbours of Brai, Galatz, and Hamburg, the interest of Hamburg was threatened. However, as only two or three Austrian ships came there in a year (last year there was only one), the disadvantage was not great; but when it was stated that Prussia was endeavouring to obtain for itself similar concessions for a direct trade from Hamburg, it was time to think of a remedy; and this was the chief cause of the mission of Mr. Banks to London.

We received by H. B. M's packet Spider, London papers to 5th May, Paris to 3rd—they are barren of political news, except that the British ministry had been in a minority of 21 on Lord Morpeth's Irish Registration Bill.—The President steam ship had not been heard of. A London paper comments upon the circumstance that her supposed loss should happen at the same time as the death of the President of the United States.

We give insertion to the following extracts, in order that the public on this side of the water may be made fully acquainted with the fate of a petition, the getting up of which at Montevideo caused so much excitement.

From a London paper.

The debate on the petition of the French at Montevideo, against the treaty with the chief of Buenos Ayres, occupied the entire of the sitting of the Chamber of Deputies on 24th April. The conduct of some of the French emigrants and of the French consular agents were severely stigmatised, and the petition ignominiously rejected.

M. Mermillod, deputy for Lyons, almost alone endeavoured to defend the petitioners; to represent the defeat of Lavalle as the result of the treaty; and to represent Rivera and the 8,000 Frenchmen in Montevideo as at the mercy of Rosas, should the latter choose to prosecute a war of vengeance.

The commission which examined the petition, and concluded for not receiving it, expressed itself in the following terms by the mouth of its reporter:—

"A disposition peculiar to some of the French leads them to meddle in the political affairs of foreign countries, where they may have settled with commercial views. This conduct of theirs has injured the authorities and the population of divers countries in America. Our commercial agents, instead of combating this propensity, have, on the contrary, approved and supported it; and hence have arisen complications and mistakes, which government has deplored, and which have cost dear to the treasury."

M. Lamartine enlarged upon this, and showed that the French Consular agent at Montevideo enlisted in the local quarrels of the country, paying three and a half millions of francs for exciting a civil war against the chief of them whom they knew France must one day treat with. Such conduct necessarily led to disgrace, and to abandonment of allies. Admiral Dupetit and Admiral Mackau each endeavoured to put an end to such conduct, and both have been the object of violent attacks. Admiral Mackau finally obtained better conditions; but the consul, M. Buchet Marigny, stipulated hypothetically with Lavalle, supposing him to be conqueror.

M. Lamartine besought the Chamber to do justice to Admiral Mackau by refusing to receive this petition.

M. Mauguin repeated the charge against all the government of its having abandoned its allies.

M. Guizot said that all along the French government had reserved to itself the right of treating with Buenos Ayres independent of Montevideo. Admiral Mackau obtained for France, and for the republic of Uruguay all that it was possible to obtain.

M. Lamartine again rose, and denounced that class of French who settle in foreign climes, and who are the cause of all the troubles of France, and for the republic of Uruguay all that it was possible to obtain.

"These men, who would be imperceptible if at home, and who at home would bear the weight of a much severer legislation, imagine they have carried their native country abroad with them, and that all its treasures, laws, and fleet are merely for their protection. Thereon they adopt foreign passion—light up the flame of civil discord, and then complain of getting scorched. If such men as these be listened to, France would never be at peace."

Count Molé and Marshal Soult had always protested against the conduct of those men.—They sent home £20,000 worth of bills to M. Thiers, who was much embarrassed to accept them.

M. Dupin was as severe as M. Lamartine on some of the Montevideo French, whom, indeed, no one defended at last.

M. Guizot begged to make a remark on the assertion of M. Larey that France in engaging to guarantee the independence of the republic of Uruguay, engaged thereby to repel all the wars that the French on that territory might have to suffer. France took no such engage-

ment. France had caused to be contained in the treaty a declaration of independence already stipulated in favour of the republic of Uruguay. But France by no means engaged herself to guarantee, in all cases, this independence by war. This would have been a blind act. It would do away with all the fruit of the treaty."

Such are the expressions of M. Guizot, as reported in the *Morning Post*.

The order of the day was adopted, and, of course, the petition set aside by a large majority.

From the *Morning Post*, May 5, 1841.

#### AFFAIRS IN LA PLATA.

TO THE EDITOR OF THE MORNING POST.

SINCE the year of our contemporarys, we have recently been putting forth announcements relating to the appearance at Liverpool of Monsieur Alfred Gustave Bellemare, who styles himself "Delegate of the French population of the left bank of the River Plate," and who, in that capacity, has been acting with great notoriety, though with little applause, at Paris. He has come to us with a full load of his "numerous pamphlets," containing absurd diatribes and violent protestations against the proceedings of the worthy Admiral de Mackau and the treaty of the 29th of October, through which the dispute between France and the Argentine Republic was so happily adjusted, and the blockade of almost three years standing, against which the merchants of Liverpool had so often and so strongly protested, concluded to the great satisfaction of all the world. Mons. Bellemare, all the delegate of the French residents at Montevideo, has come, it seems, with the strange idea of raising in England a sudlon sympathy in favour of the continuance of the war in La Plata, which he strenuously advocates, and to procure from the British public the support and countenance which have been denied him by the government and the Chambers of France, not less than by the good sense and justice of the people of that country. His pretensions are, not that the war between Montevideo and Buenos Ayres—a war, by the bye, which was declared by Montevideo, not by the government of Buenos Ayres, should be put an end to; but that it should continue, and multiply than ever through the encouragement to be obtained by his agency from the pacific British government, now that the upright French Cabinet and the French Chambers have so repeatedly declared that they wish to see it to do with the bellicose instincts and propensities of the people of Montevideo and of their abettors and counsellors—the French residents in that quarter—among whom this very Monsieur Bellemare, the petitioner at Liverpool, has always been one of the most forward and conspicuous. He, of course, has hit upon a plausible plan for exciting the feelings of the merchants of Liverpool, and to move them to enter this Christian crusade with all their influence and their money, for he boldly asserts that the war of Montevideo is not a foreign or ordinary war. He says that the cause of the French in Montevideo is that of all nations; and that President Rosas is a dictator and a tyrant, and as such a public enemy of mankind. He expects to be believed. This however is not true too much: 'est trop fort. But how is it that this M. Bellemare has happened to change his Gallo-Montevideoan mission from France to England, from Paris to Glasgow and Liverpool, and to be seen in the *Commercial and Gazetteer*, and one or two of the English papers? He is, indeed, the same individual who more than once has been denounced, in the most bitter terms, the mediation of England in the French dispute with Buenos Ayres. In one of his pamphlets, "Affaire de la Plata, réfutation des nouvelles Allégations du Ministère," he observes:—

"On se félicite de l'intervention du Ministère Britannique au point de lui témoigner une vive reconnaissance. Les faits suivants feront apprécier la juste valeur et la solidité de ce diplomate pour les intérêts de la France."

"Depuis le commencement du blocus, les agents de S. M. B., tant à Buenos Ayres qu'à Montevideo, ont montré les plus vives sympathies pour Rosas; ils s'étaient mis d'accord pour favoriser ses ennemis. Ils voulaient ainsi empêcher la France d'acquiescer la prépondérance que les succès de sa cause lui ont assurés dans les Amériques. Ce fut à l'insinuation du Ministère Anglo-Américain, que Rosas proposait des modifications reconnues par le Gouvernement, encore lui qui invitait l'Amiral Dupetit à se rendre devant Buenos Ayres pour entamer, par son intermédiaire, et sous le pavillon Britannique,

que, des négociations de paix avec le représentant de Rosas"; two unpardonable offences in the opinion of M. Bellemare, comme toujours.

In the address of the French residents in Montevideo to Admiral de Mackau, published by M. Bellemare, "Résumé de la dernière époque de la question Française," we find the following illiberal and narrow-minded remarks:— "Le Gouvernement Français, comme toujours, veut recroquer encore l'Angleterre sur notre route. Mais, nous en avons la conviction, l'Angleterre trouvera l'Amiral de Mackau dans le conseil ce qu'elle trouva dans le combat le jeune commandant de l'Albatros."

With these facts so fresh in the memory of every Englishman, M. Bellemare ought to have selected some other country than this as the field for his agitation. He consumes his time without any other chance of success than that of exasperating the passions of the public, for every body is thoroughly sick of hearing of the war of Montevideo. I have the honour to be, Sir, &c.

April 28.

The Morning Post of 22nd April, in its "Money Market and City News" article, says—

The intelligence, both private and official, received from the Argentine republic by the Stag, as well as through other channels, refers, amongst many important subjects, to a public speech on the 1st January to the House of Representatives, a document already known to the public as one of a favourable tenour. It is more particularly entitled to be so considered, inasmuch as it contains numerous particulars the State had to contend with and overcome, a financial and every other point of view, during the protracted French blockade recently terminated by the mission of Vice-Admiral Baron de Mackau to the reciprocal satisfaction, not only of the two nations immediately concerned, but likewise, as far as we can learn, of neutral Powers also, who, although not equally with the contending parties, were deeply interested in the cessation of hostilities, and benefitted by a resumption of the advantages resulting from international transactions. There is, however, a particular circumstance connected with the affairs of the Republic which should not be passed over in silence. Several journals in this country, although the press in France, have been induced, from time to time, to publish disparaging statements disadvantageous to the Administration at Buenos Ayres, as well as to the private character of the Governor, General Rosas. These charges are certainly not countenance. An injustice of the kind, on the part of the English press, is the more to be regretted, because, in the message adverted to, the General has recorded, in handsome and appropriate terms, the grateful sentiments he entertains towards the British nation. That representations should have been made and acrimony evinced by the enemies of the State, to the disparagement of its Governor, is doubtless attributable chiefly to the adoption of that system of tactics which, in similar cases, is but too frequently resorted to by opposing parties, and which leads to an indulgence in unrestrained invective and calumny at the expense of veracity. In few instances, however, has this system been carried to the extent it has in the present, and certainly in none, we judge, more completely and less reason. For it must be pretty evident to those who are at all conversant with the affairs and real situation of the country, that, for a State of so comparatively recent existence, whose administration has been so happily managed, and indeed immediately, on its external commercial development, and Custom House receipts, to have been enabled nearly three years to support the disastrous effects of a blockade, must not only possess a great deal of inherent vitality, but, moreover, a government very greatly united with the national feeling. Under an anti-popular administration, to say the least of it, that State, if not brought to the verge of the precipice, and inextricable ruin, would, at any rate, have been placed in such a situation as to have rendered it impossible, for many years, to counteract and surmount the pernicious consequences entailed upon it by a continued suspension of its accustomed intercourse with friendly Powers. The measures proposed by the Executive government have, it seems, been enthusiastically and unanimously approved of by the Legislature. This is a strong argument in favour of their general utility and suitability to the occasion. A more complete manifestation of good feeling and national feeling is scarcely to be met with than which has been voluntarily displayed

(See next page.)

**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	Company	Destinations, &c.
Mar. 31	<b>British.</b> Brig. <i>Proseland</i> , John M. Kemm	214 Robert Hestie Wilson	Great Britain
April 1	Brig. <i>Cherwell</i> , William W. White	263 Best and Brothers	Liverpool
8	Barque <i>Wardlaw</i> , William W. Hardy	305 Paravicini	Brazil
18	Brig. <i>Antares</i> , William T. Thompson	115 Charles Taylor and Co.	London
18	Brig. <i>Cargoe Packet</i> , William S. Hunter	182 Plover, Atkinson and Co.	Liverpool
22	Barque <i>Elkford</i> , William Turner	120 John Best and Brothers	Liverpool
22	Barque <i>Centinel</i> , Robert Dickson	275 Parlane, Macalister and Co.	Liverpool
May 16	Brig. <i>Sir John Clouston</i>	195 John Best and Brothers	Antwerp
17	Brig. <i>White Star</i> , John Lowther	275 Parlane, Macalister and Co.	Antwerp
27	Barque <i>Alice Brooke</i> , Joseph Robinson	412 Parlane, Macalister and Co.	Liverpool
27	Brig. <i>Henry Halliday</i> , Charles Robinson	115 Charles Taylor and Co.	Liverpool
30	Ship <i>Trugay</i> , Stephen Wright Killop	240 Parlane, Macalister and Co.	Liverpool
30	Brig. <i>Bernini</i> , Isaac Chapman Galan	283 Parlane, Macalister and Co.	Liverpool
June 2	Brig. <i>W. Argy</i> , George Lowell	115 Charles Taylor and Co.	Great Britain
3	Brig. <i>Velocity</i> , William Mould	125 Hughes and Brothers	Antwerp
13	Brig. <i>Governor</i> , John Lowther	185 Barrow and Co.	Plymouth
13	Brig. <i>Village Girl</i> , George Wood	115 Charles Taylor and Co.	Great Britain
18	Brig. <i>Beckin</i> , William Brown	115 Charles Taylor and Co.	Liverpool
18	Brig. <i>James Ray</i> , Alexander Rodon	283 Barrow, Macfarlane and Co.	Liverpool
24	Brigantine <i>Rover</i> , Robert Webster	159 Anderson, Weller and Co.	London
24	Brig. <i>Susan</i> , William Graham	212 Nicholson, Green and Co.	Great Britain
24	Brig. <i>Emma Graham</i> , James Ferguson	410 Durdall and Lewis	Liverpool
25	Barque <i>Vinoh</i> , George Fiddling	290 Parlane, Macalister and Co.	Liverpool
25	Brig. <i>Flammarion</i> , Cotton Symonds	105 Barber and Orty	Great Britain
July 9	Brigantine <i>Acaster</i> , Richard Hayes	165 John Best and Brothers	Great Britain
Feb. 25	<b>American.</b> Brig. <i>Owigo</i> , James Green, Jun.	184 Zimmermann, Frazier & Co.	Montevideo
25	Brig. <i>Plymouth</i> , William Thomas	178 Zimmermann, Frazier & Co.	Boston
25	Brig. <i>Arctura</i> , Cornelius S. Bodin	206 Zimmermann, Frazier & Co.	Boston
June 15	Barque <i>King Philip</i> , John Willis	200 Daniel Goward and Co.	Salem
15	Brig. <i>Herald</i> , John Phillips	410 Daniel Goward and Co.	Salem
15	Brig. <i>Greene</i> , Charles Lenoir	232 Zimmermann, Frazier & Co.	Philadelphia
15	Barque <i>Wentworth</i> , Thomas Munroe	216 Daniel Goward and Co.	Philadelphia
July 9	Brig. <i>Charles</i> , William Harwood	216 Daniel Goward and Co.	Salem
15	Barque <i>Chelodney</i> , John E. A. Todd	216 Daniel Goward and Co.	Salem
May 26	<b>French.</b> Brig. <i>Carnot</i> , Krauss	189 Moos, Dumoyr and Yann	Havre de Grace
27	Brig. <i>Volcan</i> , N. G. Fignomban	125 John Baptist Freyer	Havre de Grace
June 17	Brig. <i>Alexandre</i> , Demas	206 Zimmermann, Frazier & Co.	Montevideo
17	Brig. <i>Felicite</i> , Benjamin David	128 Zimmermann and Freres	Montevideo
17	Brig. <i>Crocodile</i> , Hestre Godeau	185 Charles Taylor and Co.	Montevideo
July 13	Brig. <i>Napoleon</i> , Nicolas Rabardy	227 Hermann Dufourg and Co.	Havre de Grace
May 27	<b>Sardinian.</b> Polser <i>Alfredo</i> , Luis de Aguila	114 Antonio Aldana and Co.	Montevideo
27	Ship <i>Agua</i> , Juan Rosales Fagnano	206 Zimmermann and Freres	Montevideo
30	Brig. <i>Francisco</i> , Rafael de Paula	160 Llavallol	Genoa
30	Brig. <i>Narciso</i> , José Fontana	185 Capella	Genoa
June 3	Polser <i>Carlo Alberto</i> , J. B. Antola	208 Capella	Genoa
July 15	Brig. <i>Ginepro</i> , Juan B. Dodero	212 Capella	Genoa
April 25	<b>Spanish.</b> Brig. <i>Francisco</i> , Francisco Saloman	179 Zuzman and Trerra	Havana
25	Barque <i>Amalia</i> , José Ramirez	206 Zuzman and Trerra	Havana
13	Brig. <i>Emilio</i> , Ignacio Gerardo	114 Zuzman and Trerra	Mediteranean
17	Barque <i>Martina</i> , Juan Tur	190 Llavallol and sons	Havana
June 3	Brig. <i>Edouard</i> , Rafael Salazar	128 Llavallol and sons	Spain
3	Brig. <i>Arturo</i> , José Roscos	128 Llavallol and sons	Spain
4	Barque <i>Pablo</i> , Zabala	206 Llavallol and sons	Spain
4	Brig. <i>Correosa</i> , Miguel Pina	128 Llavallol and sons	Havana
4	Brig. <i>Acosta</i> , José Paza	128 Llavallol and Sons	Havana
4	Brig. <i>Enrique</i> , Antonio Escobar	128 Llavallol and Sons	Havana
11	Brig. <i>Martel</i> , Pedro Garcia	155 Zuzman and Trerra	Mediteranean
22	Polser <i>Margarita</i> , Juan Emar	206 Zuzman and Trerra	Mediteranean
22	Brig. <i>Fausto</i> , Melgarejo, D. Viana	185 Zuzman and Trerra	Mediteranean
29	Polser <i>Emmanuel</i> , José Millet	185 Zuzman and Trerra	Mediteranean
July 9	Brig. <i>Isa</i> , Juan Garcia	185 Zuzman and Trerra	Mediteranean
13	Brig. <i>Margarita</i> , Simon Anzategui	185 Zuzman and Trerra	Mediteranean
Dec. 1	<b>Danish.</b> Brig. <i>Phos</i> , Hans Schmidt	170 J. Kieck and Co.	Continert
4	Brig. <i>James</i> , Edward Fendrick	127 Kieck and Co.	Mediteranean
4	Brig. <i>Aurea</i> , J. E. Vos	127 Kieck and Co.	Mediteranean
June 20	Brig. <i>Phos</i> , E. Boyen	127 J. Kieck and Co.	Mediteranean
20	Brigantine <i>Emil</i> , Christine Haupt	185 J. Kieck and Co.	Comme for orders
May 20	<b>Bremen.</b> Brig. <i>Victoria</i> , G. Eberfeld	206 Zimmermann, Frazier & Co.	Hamburg
20	Brig. <i>Emant</i> , Berlin	229 Kieck and Co.	Falmouth
21	Brigantine <i>Delfin</i> , B. Spill	400 Kieck and Co.	Hamburg
21	Brig. <i>Gaselle</i> , F. G. W. Alexander	110 Berge, Hinz and Co.	Comme for orders
July 9	Brig. <i>Am</i> , J. G. Hentschman	124 Bunge, Hinz and Co.	Bremen
9	Brig. <i>Victoria</i> , G. E. Schneider	209 Kieck and Co.	Continert
Nov. 17	<b>Brazilian.</b> Brig. <i>Luisa</i> , J. M. de Silva	103 Alexander Ross Lafont	Montevideo
20	Brigantine <i>Nevada</i>	45 José Coelho Meyrellles	Brazil
April 11	Schooner <i>Alina</i> , Francisco Paula	127 Yara and Tanchou	Brazil
11	Brigantine <i>Santiago</i> , Antonio Ribeiro	127 Yara and Tanchou	Brazil
15	Brigantine <i>Servanth</i> , September Ferreira	127 Yara and Tanchou	Brazil
15	Brig. <i>Benedito</i> , Pedro A. Gomes	127 Yara and Tanchou	Brazil
22	Brig. <i>Concepcion</i> , Antonio de Avelar	127 Yara and Tanchou	Brazil
22	Brig. <i>Rafael</i> , Manuel S. Santos	127 Yara and Tanchou	Brazil
July 10	Brig. <i>Ansel</i> , José F. de Araya	127 Yara and Tanchou	Brazil
10	Polser <i>Nra. Sra. de la Asuncion</i> , Leopoldo	127 Yara and Tanchou	Brazil
10	Brigantine <i>Desempeño</i> , Alvaro Diaz	127 Yara and Tanchou	Brazil
July 12	<b>Hamburg.</b> Brig. <i>Diana</i> , Peter Ehlers	218 Kieck and Co.	Falmouth
April 14	Barque <i>Trio</i> , S. A. Fogelmark	275 Parlane, Macalister and Co.	Continert
May 10	<b>Norwegian.</b> Brig. <i>Nicola</i> , Nicolayson, Tjeller	100 Antonio Aldana	Amsterdam
June 31	Brig. <i>Nidaros</i> , Berni Wald	171 J. Kieck and Co.	Continert
June 3	<b>Belgian.</b> Brig. <i>Eliza</i> , Fortig	110 Odell	Antwerp
June 4	<b>Austrian.</b> Barque <i>Catalina</i> , Goretch	400 Nicholson, Green and Co.	Valparaiso
28	Barque <i>Archibulo</i> , Frederick, Ivanicich	400 Mohl and Ludovisi	Continert
Feb. 18	<b>Argentine.</b> Brigantine <i>Condor</i>	128 Anderson, Weller and Co.	Continert
April 29	<b>Prussian.</b> Brig. <i>Ursula</i> , H. Bunnell	225 Zuzman and Trerra	Brazil
June 5	<b>Portuguese.</b> Brigantine <i>Bom Jesus</i> , A. Matosinho	120 M. A. Ramos	Brazil
June 27	<b>Dutch.</b> Galliot <i>Hermoy</i> , A. Van der Meulen	127 Kieck and Co.	Brazil

**FOREIGN VESSELS OF WAR.**  
**BRITISH.** Ship *Psad*, 20 guns, Captain Charles Colville Frithland.  
 Packet schooner *Spider*, 6 guns, Lieut. John O'Reilly, Commander.  
**FRENCH.** Brig. *Alecyon* 16 guns, Captain Bayot.  
**BRAZILIAN.** Brigantine *Camarao*, 3 guns, Captain José Maria Rodriguez.

*Continued from second page.*

towards General Rosas. Amongst other instances of moderation which he endeavored to increase the popularity of the "Liberator" is one of late occurrence, and which is much applauded just at the present moment. After the three successive defeats sustained by General Lavalle, who has been obliged to seek safety by flight to a neighboring State (Bolívia), about sixty officers of his army, all seriously compromised in the insurrectionary movement, having been made prisoners, were conveyed to Buenos Ayres, in which city—for the fact is positively ascertained—instead of being in any way mistreated, as is too often the case in other times, and in other countries under less criminal circumstances, are treated in every respect with the consideration due to misfortune analogous to that which is exercised and observed toward individuals similarly situated in the most civilized European States. Impartiality and truth require that this, as well as the other important facts honorable to the Governor of Buenos Ayres, should be made known and placed in a proper point of view, as a means of checking the extravagance of a spirit of wanton detraction.

**MARINE LIST.**

**PORT OF BUENOS AYRES.**

*July 10.—Wind N. W. slight rain.*

Arrived, Brazilian polacre Nuestra Señora de la Guardia, 85 tons, José Federico Leopoldo, from Montevideo 6th inst., to Carlos Galeano, with effects and passengers.

Sailed, Brazilian brigantine Activo, Antonio Gomez Martinez, for Montevideo, despatched by Eduardo Freyer, in ballast.

Brazilian packet schooner Eufrasia, Mariano Francisco do Silva, for Montevideo, despatched by Hardy, Cavirao & Co., with passengers.

*July 11.—Wind W. S. W.*

No arrivals.

Sailed, Danish brig Odin, B. J. Leth, for Falmouth for orders, despatched by J. J. Kieck & Co., with 16,618 dry ox and cow hides, 700 wet salted do., and 5000 hams.

Brazilian brig Descauditor, Juan Francisco Fernandez, for Montevideo, despatched by José Coelho Meyrellles, in ballast.

British brig Betsey, Robert Hamilton, for Montevideo to finish her loading for Liverpool, despatched by Alexander Ross Lafont, with 502 salted hides, 300 faneegas wool.

British brig Sweet Home, Hugh Longmuir, for Montevideo, despatched by Dowdall and Lewis, with 61 tons coal, 30 faneegas sail.

*July 12.—Wind W. S. W. foggy.*

Arrived, H. B. M's packet schooner Spider, Lieut. John O'Reilly, Commander, from Rio Janeiro 22d inst., arrived at Montevideo 8th inst., sailed thence 9th at 11 p. m., with the mail of the packet Linnet, from Falmouth 7th May.

Passenger from Rio Janeiro, James Miller, Esq.

Passengers from Montevideo, John Greenway, Esq., and Captain Adol G. Oxeufuef and servant.

Sailed, National brig Correo de Buenos Ayres (late Waltham), John Henry Bell, for Parnagua, despatched by Charles R. Horne, with 20 marquettes with 174 arrobas tallow, 1300 faneegas sail.

British brig Mio Mac, William Powell, for Falmouth for orders, despatched by Robert Austin Wilson, with 264 salted ox and cow hides, 9940 ox and cow hams, 291 tons bones, 231 pigs, 79 half do., and 60 quarter do., with 9900 arrobas tallow, 7 bales with 280 arrobas horse hair, 132 do. with 4860 arrobas wool.

*July 13.—Wind E.*

Arrived, Bremen brig Victoria, 200 tons, G. G. Schroder, from Hamburg 8th May, Montevideo 6th inst., general cargo, to J. J. Kieck & Co.

Hamburg barque Diana, 218 tons, Peter Ehlers, from Montevideo 6th, in ballast, to J. J. Kieck & Co.

Sardinian brig Gianna, 212 tons, Juan B. Dodero, from Santos 16th ult., with sugar, to José Pereira Carneiro.

French barque Napoleon, 237 tons, Nicolas Rabardy, from Havre de Grace 29th March, Montevideo 10th inst., general cargo, to Hermann Dufourg & Co.

Spanish brig Margarita, 184 tons, Simon Anzategui, from Malaga 5th May, Montevideo 10th inst., with wine, brandy, oil and general cargo, to Zamarran and Trerra.

American barque Chelodney, 214 tons, John E. A. Todd, from Salem 1st May, Montevideo 10th inst., general cargo, to Daniel Goward & Co.

Brazilian schooner Carmen, 57 tons, José Venancio de Saia, from Montevideo 12th, general cargo, Antonini and Brothers.

Sailed, French schooner of war *Eclair*, for Montevideo.

Brazilian brigantine Alegre (late Fortuna), for Montevideo, despatched by Llavallol and sons, with 121 fatigas asses, 1 box soap, &c.

Hamburg brig Penelope, Jacob Jessen, for Rotterdam, despatched by Zimmermann, Frazier & Co., with 11,730 dry ox and cow hides.

July 14.—Wind E. foggy—rain nearly all day.

Arrived, Brazilian packet schooner Eufracia, Mariano Francisco de Silva, to Hardoy, Cavirani & Co.

Sardinian packet schooner Luisa, Domingo Maccio, to Carlos Galeano, both with passengers and both from Montevideo 13th.

July 15.—Wind W.

Arrived, American ship Teacy, 300 tons, John Spencer, from Montevideo 14th, salt and lumber, to Zimmermann, Frazier & Co.

Brazilian brigantine Maria del Carmen, 85 tons, Florentino José de Rosa, from Montevideo 12th, general cargo, to Geronimo Rizzo.

Brazilian brigantine Plata, 133 tons, Miguel Marino, from Montevideo 13th, general cargo, to F. C. Beistigui.

Sailed, British brig Countess of Durham, William Viner, for Liverpool, despatched by Rennie, Macfarlane & Co., with 9844 wet salted hides, 60 tons bones, 115 pipes, 78 sacks and 62 marquetas with 6100 arrobas tallow, 256 bales with 6400 arrobas wool, 24 do. with 600 doz. sheep skins, 69 do. with 1729 arrobas horse hair.

American brig Susan, J. B. Goodhue, for Rio Janeiro, despatched by Daniel Gowland & Co., with 2130 quintals jerked beef, 706 arrobas melted tallow—10 boxes tea return cargo.

Sardinian packet schooner Rosa, Juan Bautista Schifano, from Montevideo, despatched by Carlos Galeano, with some fanegas ashes, &c., and passengers.

July 16.—Wind W.

No arrivals or sailings.

### Vessel posted to sail.

On 19th inst., Prussian barque Leopold, for Falmouth or Cowes and the Continent.

### Shipping Memoranda.

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

H. B. M's schooner Cockatrice, will probably convey either the usual mail from England, or the vessel according to the last arrivals hourly expected at Rio Janeiro from Portsmouth.

Portsmouth, May 1.

The Cockatrice, schooner, Lieut. Oxenham, arrived on Wednesday, from Southampton, destined for South America. This vessel will doubtless be detained to convey to Rio Janeiro the decision which the House of Commons, in justice both to this nation and the Brazilian empire, must come to, on Monday night next, with regard to the sugar duties. To Brazil it will be a matter of great importance, but as it regards our manufacturers it is a matter of still greater consequence.

### ARRIVED AT MONTEVIDEO.

9th inst., American ship Roanoke, 818 tons, J. A. Smith, from Rio Janeiro 21st ult., 3200 barrels flour, &c., to Scottigato & Co.

" British ship Emelton, 274 tons, Towgood, Cadiz let April, salt, to Bertram & Co.

" Spanish palcero Carlota, Tonantelli, from Barcelona 14th April, to Zumaran and Trezona.

10th, French brig Marie Catalina, 260 tons, Beyonne 11th March, to Rosa and Brothers.

12th, French brigantine Veronique, 105 tons, Gouzon, from Marseilles 17th April, to Duplessis.

" British schooner Navigator, 145 tons, J. Le Fevre, from Lisbon 30th April, to Bertram & Co.

" Brazilian brigantine Ligeia, 119 tons, A. Suarez, from Santa Catalina 23rd ult.

### VICTORIA THEATRE.

On 11th inst., was performed a full house, "The Widow of Malabar" (substituted for Hernani). It related to a young widow, who at the instigation of an artful Priest, was about to undergo the tortures of the Suttro, but the fire which was to consume her was scarcely kindled, when a party of European soldiers rushed in and stopped the horrid proceeding.—This scene created so much interest that we are tempted to give the following detail from Dr. Henry's "Recollections" of one of the last Suttros which took place in India, previous to the putting down of that abomination by the British government.

"This cruel scene took place close to the water's edge, near a huge banyan-tree, whose

branches, spreading far and wide, were supported by the vigorous shoots they had sent down into the earth—now grown into strong pillars—like decrepit parents by the piety of night. It was about ten o'clock at night, and, I suppose, two hundred people were present. The victim was very young—not more than seventeen or eighteen—and though looking a little wild, yet she distributed the flowers and sweetmeats to her friends and relations with a certain degree of composure; and then mounted the pyre with a firm step, kissed her husband's lips, and lay down beside him.—Before this time several fruitless attempts had been made by two of my brother officers and myself to dissuade her from this terrible self-sacrifice.—No, no—if she lived she would be an outcast from society—forced to perform the worst offices—lose her high caste (she was a Brahmin) and be contemned and despised henceforward by all her acquaintances, friends, and relatives. Thus artfully have the Hindoo priests intertwined their sanguinary rites with human pride and vanity, and made these cogent principles subservient to their own ambitious and avaricious purposes.

As soon as this unfortunate woman had placed herself beside her husband, a kind of cage, made of bamboos, was put over them, smeared with ghee, or buffalo-butter, to make it more combustible, and a horrible din of tom-toms, gongs and human voices were set up, evidently for the purpose of exciting the poor creature's cries. A quantity of dry wood, leaves, &c., surrounded the funeral pile, and was now set fire to, and blazed up fiercely at once, so as in all probability to save further suffering, and suffocate the victim in a few seconds. In a short time the whole was one glowing flame, which, when swayed to one side by the wind, gave the spectators a glimpse of the two blackened objects in the centre. It was altogether a dreadful sight—an infernal sacrifice, at the perpetration of which demons might rejoice!

On 15th, *Abre el ojo*, and *Las esposas vengadas*.

Doña Manuela Funes de Casacuberta, has returned from her unfortunate tour to the Interior Provinces, and will shortly make her appearance at this Theatre. Her husband (Señor Casacuberta) has we believe gone to Chili.

The Person who has taken and so long withheld "The Atlas" newspaper, for the month of March and commencement of April 1841, is requested to return them.

### Married.

On 8th inst., by the Rev.—Moreno, ALEXANDER SIVORY, Esq., a native of Gibraltar, to CIBILLA, only daughter of Col. Francisco Crespo, of this City.

### Died.

On the 9th inst., of a lock jaw, aged 9 years, CHARLES AUGUSTIN, son of Mr. J. A. Mayer, deeply regretted by his disconsolate parents.

### Advertisements.

**HAVANA CIGARS.**  
OF the first quality, are on sale at the house of George S. Maccoe, No. 11, Calle de Mexico.

**Superior English quarter Boots,**  
JUST ARRIVED.  
SELLING at Mr. Hayton's Store, No. 68, Calle de la Piedad, very superior English made quarter boots, and at a reasonable price. 1713 3/4

### SITUATION WANTED.

A Widow desirous of providing a maintenance for herself and orphan family, wishes to find employment as house-keeper where she would be permitted to take three of her children.

A note addressed to A. B. and left at No. 59, Calle del 25 de Mayo, will be immediately answered. Buenos Ayres, July 14, 1841. 2

### NOTICE.

ANY respectable young man desirous of a comfortable situation as Steward on board of a vessel, will hear of one by applying at *Laffitte's* Hotel, Calle de la Paz. 1717 2/4

### FOR SALE.

AT the Lithographic Printing-office, No. 4, Federation-street. A New collection of sketches of the scenery of the country and of the dresses usually worn by the natives of all classes, with a frontispiece representing a view of this city.—As also collections of sketches of the ancient and modern dresses of this country, plans of the city and its environs on a large scale, views of the roads, music, Argentine songs, price current, lists of exchange and bills of exchange in English, French, Spanish and Portuguese, engravings representing the flags of all nations, visiting cards, &c. &c.

The said establishment has also a good assortment of all articles for Cashmeres use, which are most respectfully offered on very moderate terms. 18 3/4

### Chinaware and Tea.

FOR SALE, at No. 49, Calle de la Paz, a few sets of very superior China, of twelve different patterns, from 250s. 4/0 to 350s. 9/6 per set. As also Gunpowder Tea at 25s. 3/6 per lb., and Black Tea at 30s. 3/6 per lb. 17 3/4

### WANTED.

A Man to assist in a dairy, or a person to take care on halves, distant ten leagues from town. Apply at No. 73, Calle de la Piedad. Buenos Ayres, June 30th, 1841. 3

### TO LET.

A N elegant furnished room for a single gentleman. Apply at No. 115, Calle de Corrientes. 18 3/4

### REMOVED.

D. R. Robinson has removed to the Altos, No. 32, Calle de la Paz. 17 3/4

### LANDS.

ON SALE, an excellent and very extensive tract of land for sale, situated at arrangements can be made to subdivide it among several purchasers if required.

Also a smaller piece of land, fine high ground, situated on the Rio Salado. Enquire at No. 151, Calle de la Paz. 17 3/4

### PRICES CURRENT.

Doublons, Spanish	.....	dollars each	100
Do. Patriot	.....	do. do.	100
Plata macuquina	.....	do. for one	100
Dollars, Spanish	.....	do. each	100
Do. Patriot and Patagonas	.....	do. do.	100
Six per cent Stock	.....	do. per ct.	100
Exchange on England	.....	23 s. penceperdollar	100
Do. for France	.....	23 s. per dol.	100
Do. Rio Janeiro	.....	1 pr. per on specie	100
Do. Montevideo	.....	19 s. do.	100
Do. United States	.....	1 per U.S. dollar	100
Hides, Ox, for Eng. & Ger.	.....	68 s. 10 d. perdoz.	100
Do. for France	.....	61 s. 62 do.	100
Do. for N. America	.....	63 s. 64 do.	100
Do. for Spain	.....	67 s. 68 do.	100
Do. skins, common	.....	24 s. 25 do. each.	100
Do. Horse	.....	24 s. 25 do. each.	100
Calf skins	.....	63 s. 65	100
Sheep skins, common	.....	33 s. 34 do.	100
Do. fine	.....	38 s. 39 do.	100
Deer skins	.....	33 s. 35 do.	100
Goat skins	.....	40 s. 45 do.	100
Nutts skins	.....	51 s. 6 do. perlb.	100
Chinchilli Skins	.....	90 s. 100 do. perdoz.	100
Horse hair, short	.....	45 s. 46 per arroba.	100
Do. mixed	.....	48 s. 52 do.	100
Do. long	.....	59 s. 60 do.	100
Do. mestiza, dirty	.....	15 s. 30 do.	100
Tallow, pure	.....	32 s. 34 do.	100
Do. raw	.....	20 s. 22 do.	100
Do. with grease	.....	27 s. 28 do.	100
Jerked Beef	.....	30 s. 35 per quintal	100
Horns, mixed	.....	400 s. 500 per mil.	100
Do. Ox	.....	700 s. 800 do.	100
Sheep bones	.....	160 s. 170 do.	100
Hide outfits	.....	30 s. 35 per 100 lbs	100
Ostrich feathers, white	.....	20 s. 25 per lb.	100
Do. black	.....	13 s. 14 do.	100
Salted tongues	.....	.....	100
Salt, on board	.....	16 s. 30 per fan	100
Discount	.....	1 s. 2 pr. pr. month	100

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 2 1/2 pence. The lowest ditto 2 1/2 pence.

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