

# British Packet

AND

## ARGENTINE NEWS.

No. 781.]

BUENOS AYRES, SATURDAY, AUGUST 7, 1841.

[Vol. XVI.]

### BUENOS AYRES.

It will be seen by our Marine List that the National squadron under the command of Admiral Brown, arrived at this port on Thursday. It appears that on the disappearance of the Riverista squadron from Montevideo, the Admiral left his position off that port and went in pursuit of them, but was overtaken by a gale of wind which drove him nearly out to sea. On his return he found that the Riveristas had left Maldonado, where they had been for some days; he, however, overtook and brought them to action about 20 miles on this side of Montevideo, at half-past 2 in the afternoon of Tuesday last, the details of which we must defer until another opportunity; merely now stating, that on board the National squadron no person was killed or wounded. The Admiral's ship has sustained slight damage which is now under repair.

We of course know nothing of the loss on board the Riverista vessels, (they went into Montevideo on Wednesday) except the fact that the schooner Rivera (formerly Luisa) sunk at the entrance of the harbour of Montevideo from the damage she received in the action, her crew being saved by the boats of some foreign vessels of war at anchor near the spot.

We have seen a letter from Cordova dated the 18th ult., in which the writer states in a postscript, that intelligence had just been received, of the entrance of the Federal troops into Tucuman, that city having been evacuated by La Madrid. It is presumed that the occupation will have been effected by the Salta peasantry, whose operations had been so very triumphant.

The United States ship Decatur, saluted the flag of Admiral Brown yesterday with 13 guns, which was returned by the Admiral from his flag-ship the General Belgrano with a like number. The Decatur had the flag of this Republic at her fore and the General Belgrano that of the United States whilst firing the salutes.

A detachment of cavalry troops sailed from this port on 30th ult., for Entrerios in a zuzuma.

THE WEATHER has been seasonable this week—Thermometer 44 to 52.

On Tuesday morning last, just before day break, a number of rockets were discharged from in front of the Church of Santo Domingo, and the bells of that temple rang a merry peal to welcome the day of Santo Domingo de Guzman. The day was celebrated with the customary pomp in the Church.

Commodore Ridgely has at his own request been relieved from his command on this station, and Commodore Charles W. Morgan has been appointed to succeed him.

We received by H. B. M.'s packet Cockatrice, London papers to 2nd June, Paris to 31st May.

HOUSE OF COMMONS, MAY 20.

There was a crowded attendance at five o'clock, a rumour having obtained circulation that the leader of the opposition intended to make an official announcement of the designs of his party. The House was not kept long in suspense. The first member called on by the Speaker, on the commencement of public business, was

Sir R. Peel, who gave notice that on Thursday next he would propose a resolution to the following effect:—"That her Majesty's Ministers do not sufficiently possess the confidence of the House of Commons to be able to carry through the House the measures which they deem essential to the good of the country; and that their continuance in office under these circumstances is at variance with the spirit of the constitution."

The last words were pronounced with a marked emphasis, and a kind of triumphant direct allusion to Lord John Russell. The "point" told well in the quarter from which the applause was looked for. One tremendous cheer burst from the whole Tory party, and was renewed several times in reply to the deriding smiles and ironical cheers with which the commencement was received by the Liberal side of the House.

Lord Palmerston, in reply to a question from Lord Sandon, explained that the government of Montevideo had applied to the British government to interpose its good offices to obtain a settlement of the quarrel with Buenos Ayres. Instructions had in consequence been sent out to Buenos Ayres to the British Minister, and he (Lord Palmerston) hoped that the friendly offers of Great Britain would be accepted in the same friendly feeling.

To the 2nd of June nothing had been heard of the steamer President in London, and on that day the settlement of the risks upon her was to have taken place at Lloyds but it was postponed to the 11th June, to allow time for news respecting her.

We copy the following from English papers.

It having been reported that the President, when she sailed from New York on the 11th March, was only provisioned for three weeks, our correspondent made the requisite inquiries at the company's office, and ascertained that she had three month's rations on board, so that the supposition that the crew and passengers must have been starved to death if the President had not been fallen in with by some friendly vessel, and received a supply of water and provisions, is altogether fallacious; moreover, her cargo partly consists of a large quantity of flour. It is believed by many gentlemen of great nautical knowledge and experience that, should her Majesty's packet Leaping, Captain Coglin, from Jamaica and the Leeward Islands, with the mails, due at Falmouth on Wednesday the 26th May, not bring any intelligence of the President, the worst may fairly be apprehended.

From a Cork paper of May 13.

The Columbia Packet arrived at Cove on Tuesday evening from Montevideo. The Captain (Garrett) states that ten days ago he was in company, in long 18 west, with a large steamer, which from the slow progress that she made, sailing and not steaming (for he could see no smoke), he supposed disabled. She was holding the same course as the Columbia Packet—about 18 west. The wind was northerly, and in the forenoon the weather was very thick, until about 11 o'clock, when it cleared up, and he saw the steamer the whole day, and also by the moon for some hours after. During the night the wind came about to the east, blowing very hard, and in the morning the steamer was not visible. Two days after there was a strong gale from the east, and the Columbia Packet did not again fall in with her.

THE PRESIDENT STEAM-SHIP.—When she sailed from New York on the 11th March, she had, as far as it can be ascertained, about 120 souls on board. This number includes the officers and crew, engineers, stokers, stewards, and passengers. With the exception of the passengers, the names of the others cannot be correctly ascertained. The following is an accurate list of the passengers:—Lord Fitzroy Lennox, Samuel Mails, P. E. Pellier, A. R. Warburg, — Courtney, Esq., Tyrone Power and servant, C. A. D. Miesegros, Charles L. Cudde, Thomas Palmer, D. M. Turner, T. Biancher, John Fraser, H. Van Loke, Jun., Alexander S. Byrne, — Thorndike, Esq., W. Wykeham Martin, E. R. Howell and friend, A. Livingston, Rev. G. G. Cookman, D. Denchar, E. Morris and child, Edward Barney, J. C. Roberts, J. Leo Wolf, lady and child, and Master Mohring; total number of passengers, 30.—The President has a remarkably well-ox-couted bust figure-head of Washington. The office of the Company is daily besieged by parties having relatives on board, making inquiries relative to the vessel.

Mr. Power had no less a sum than 30,000 dollars in specie on board the President when she left America. This large sum was the product of land which he had from time to time purchased in Texas, from earnings hardly accumulated in that country, and which, on the occasion of his last visit to the States, he had sold, with the laudable intention of consolidating his pecuniary means in the English funds.

Lieut. Hoskins, Commander of the steamer Great Western, states the probability from the great quantity of ice he met with in the Atlantic, that the President may be frozen up amongst the icebergs.

NOTHING.

What are the Hopes that lead us on,  
Till Peace and Health and Joy are gone?

All nothing worth!

What time and space, and night and day,

What dark December, blooming May,

The flowers of earth—

What the bright rose, with perfumed breath—

What the rude wind whose touch is death?

What is the pride and pomp of power

That waits on man one little hour?

What is the melting sigh, the smile,

Whose sweetness can be long beguile?

What beauty's glances, kind or coy?

What love's brief hopes—or briefer joy—

What glory's meed—what honour's name—

What patriot acts or warrior's fame—

What this vast earth with wonders fraught?

All—but our trust in God—all naught!

From the Persian.

From "The Penny Magazine" of April last. Mutual interests of England and the United States of America.

Out of every hundred foreign vessels which enter the ports of the United States of America, about eighty are from the United Kingdom and its dependencies, the number in 1836 having been 3510 (344,774 tonnage), and from all other countries 21. Nearly 1000 vessels sail yearly direct from the United Kingdom to the United States, and about 800 arrive direct in our ports under their star-spangled banner.—The ships from our shores are chiefly freighted with manufactures, goods, and the aggregate value of their cargoes is about 9,000,000 annually. In 1838 the United States took more than any other country of our woolsens, linens, silks, hardware and cutlery, wrought and unwrought iron and steel, and several other articles; and we send them annually about one-sixth of our exported produce and manufactures. On the other hand we are the best customers for their domestic produce. About six-tenths of their exports consist of cotton and tobacco, and in 1840 we took of the former 25,000 lbs. of the former and about 28,000,000 lbs. of the latter. We should take a still larger proportion of their agricultural produce, if the importation of "bread-stuffs" were not prohibited except under condition which render the demand uncertain.

In 1740 the imports of New York from Great Britain were 72,390L, and the exports amounted to 171,000L; but in 1836 the value of the imports in that city was estimated at 23,000,000, of which, in that year, probably about 11,000,000L, consisted of British manufactures and commodities. A century ago these States, which now contain a population of sixteen millions, enjoying more abundantly than any other people the means of comfort and luxury, did not amount to one million; and in 1840 there can be little doubt that their numbers will exceed thirty millions, for the wild lands of the "far west," consisting of the most fertile soil in the world, admit of a vast increase of population, and until these lands are cultivated, the laws which limit the increase of the people in older countries will not be called into operation in the United States. These sixteen millions of our American brethren are already better customers for our manufactures than France or Germany with a population of seventy millions, and as the latter countries are approaching or have reached a state in which the progress of manufactures is more strikingly displayed than that of agriculture, they are increasing our rivals, while in the United States industry is most profitably employed in developing the resources of agriculture, and we, by our advancement in non agricultural industry and arts, may materially assist them in the rapid creation of wealth from the cultivation of the soil. No policy can be truer to the best interests of both countries than that which tends to encourage their mutual commercial dependence; but strong as are the ties which unite them, their intercourse might be on a still grander scale. The following facts show the proportions in which their commercial interests are blended:—1, In 1821 the proportion which the trade with England bore to the whole foreign trade of the United States was 35 per cent., and in 1838 it was 41 per cent.

The proportion which the trade with the United States bore to the whole foreign trade of England was 17 per cent. in 1821, and 22 per cent. in 1835. In 1836 the proportion was 28 per cent., but in that year our aggregate trade with all other countries had increased to a greater ratio than that with the United States. 3, The proportion of British to American shipping which entered the ports of the United States averaged 91 per cent. annually from 1822 to 1839, but from 1831 to 1836 the average was 35 per cent.

The suspension of friendly relations between these two great countries has recently been a topic of discussion. Could anything be more absurd and wicked than a war between them? Whatever political misunderstandings may have arisen, let them be settled by the calm decision of reasonable men in both countries, and not by a senseless destruction of property and resources, which, after it has been left to them by both parties, would probably leave the subject of quarrel a bone of contention. We trust that both in England and America the silent influence of the "friends of peace" will put down the noisy clamour of what is called the "war party," which yearly consists of only a small number of braggadoos.

From "The Times" of May 29.

#### AVAILERS OF STAIN.

The events which have just occurred in Spain are of importance sufficient to demand a passing notice even in the midst of the fevered anxiety which does and must prevail in the minds of all classes respecting the issue of our home discussions. Spain has recently been the scene of a revolutionary war of great, almost of paramount, and quite as wonderful, as that of "the revolution" of July. It is true that a dynasty has not been changed, but there has been a change of another, more eventful, and more critical sort—a change of system, not of family. It is the change of the axe in the fable, merely one of masters, but that of the traveller who, not liking one path, chooses another, and forces his former guide to accompany or follow him. It would be needless for us to say that we wish increased happiness to the people who are the subject of this experiment, and it would be vain for us to disguise that we have still some anxious fears as to its result. The election, by the people's representatives, from among the born subjects of the kingdom, being a member of Royal descent, of a sole Regent of that kingdom, is an event novel in the history of modern Europe. It is clear that no man not of great influence could have been raised to such an office; it is equally clear that the same circumstances which gave him the chance of attaining the office may render his possession of it dangerous or beneficial. What are the hopes on this subject which a calm review of the events that have taken place in Spain since the abdication of the Queen Regent may naturally lead us to. About the very same time when the Queen Regent was proceeding to Barcelona, Espartero having first visited Her Majesty on her progress, succeeded in breaking up the last hold of the Carlists at Berge, and driving Cabrera and his followers into France. He then, at the Regent's command, repaired to Valencia, and here it was that the really great revolution of Spain occurred. The Queen Regent resigned at once the Regency and the tutelage of her daughter, commending both the country and her claim to the care of the Cortes, with this observation:—"The Ministers who are to govern the country according to the spirit of the constitution until the Cortes assemble, have given the strongest proof of their loyalty and their honesty, and with pleasure confide to them the care of so sacred a deposit." May the belief thus expressed prove true! The resignation itself was a virtual transfer of the supreme executive power from the royal to the representative authority. By a combination of circumstances not uncommon in state revolutions, a great military leader was the chief person who represented the popular will, and to whom this transfer was made. From his resignation and good sense of this leader, from his patriotism and his virtues, Spain must hope for every thing; but from his want of these high qualities Spain must fear every thing. It would be in vain to say, that if he should abuse his trust, Spain possesses great and noble minds capable of controlling him. Under ordinary circumstances, and with an acknowledged head of the government, this might be true.—Under present circumstances it would be wholly false. With a King's name as a tower of strength, and with the support of the people, in the name of that King, statesmen may curb a successful and too haughty soldier; but when that soldier plays the statesman too, and his rivals have no popular military leader to oppose him, any soldier, too, the Sovereign's person and authority are both under his control, and he can fear no combination of merely civil opponents. In these circumstances is Espartero now placed. Up to the time of his appointment as sole Regent he has apparently pursued a mild and moderate course. He has accompanied the Cortes without, as far as we can learn, any violent efforts at influencing their votes, except in one single instance. He caused his secretary, Linage, to write a public letter, announcing that in the event of his appointment to a co-regency, he should retire altogether from the government. This might be a prudent resolve; but it might also be a hasty but not less sure indication of a grasping and resolved ambition. It is fair, however, to say that this intermediate administration of affairs seems to have been accurately managed in Spain, and his only act of severity of conduct appears to have been exhibited towards Portugal in the question which related to the execution of the treaty for the navigation of the Douro. Even with regard to this matter there might be two motives, and neither of them a

very bad one. The first might be a desire to gratify the Spanish people by showing them that he felt sufficient confidence in the power of the country to act in a matter which related to its interests and its honour without, in the first instance, consulting the pleasure of any of the great Powers of Europe; and the next might be a natural irritation at that tricky conduct which the Portuguese government had so long exhibited in relation to that treaty, and which seemed likely never to end except on a threatened intervention by the sword. If this latter was the motive, he may well be pardoned.—The United States and France had set him, with respect to Portugal, an example which he has imitated, and which it might be as well for England to imitate very to reject.

Up to this time Espartero's conduct, therefore, seems to promise fairly. But what will it be, now that the guise of humility and moderation is no longer necessary? Should the new Regent desire to abuse his power, his learned and amiable rival, Arriola, is not fitted to oppose anything but good advice to his authoritative determinations. Wise, temperate, eloquent, of inflexible personal integrity, Arriola possesses none of that force of will which could make him a dreaded leader of opposition. His virtues consist of decency and respect to the people, but something of a roguish and more authoritative sort command their obedience. Cromwell and Napoleon did not rise by virtue alone to be the masters of their country; and both England and France possessed men who, like Arriola, might well have been the advisers of a settled government without ever being fit to take on themselves the exercise of its authority or the vindication of that authority against a usurper. Will Espartero assume this character? It is a question which, in a short time, events may offer something like the means of a solution. The present reports from Spain induce us to hope for the best. Espartero is said to have intimated that his choice of Ministers will be on Gonzalez, Cortina, Chacon, Frías, and Ferrer. These names afford some security for good internal government, and for such a sensible and proper mode of procedure as may not invite nor excuse foreign intervention; but no one can doubt, that with Maria Christina in Paris, and with the assistance of the arms of France to acquire by any means an ascendancy in Spain, the least slip in the conduct of the Spanish government may lead to the most serious consequences.

#### Advertisements.

### HAVANA CIGARS.

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

### JOHN SHANNON.

RESPECTFULLY informs his friends and the public that he has removed his Cooperage from No. 103 calle de la Reconquista to No. 29 Piedad, where he will punctually attend to any orders he may receive. July 24. 3t.

### DEAN AND EVANS'

PATENT PORTABLE HAND FLOUR MILLS. BY which one man can grind four a peck of wheat in one hour, by a single operation. Thomas Gowan & Co., have just received from Liverpool, from the patentees, a set of the above-mentioned Mills, one of which may be seen at their Store, Calle Reconquista No. 107. They are peculiarly adapted for families living in the country, as they will also grind peas, beans, &c. They are also excellent and expeditious for the grinding of coffee. al 3t.

### NEW SOLID

### Mahogany Furniture.

IN the Upholstery and Mattress Store of W. and P. Inglis, Calle Belgrano No. 92, half a square from the Plaza Chico towards the Plaza Monumental, there is for sale, modern mahogany wardrobes, Bureaus, too or centre tables for sofas, dining tables, penholders or breakers, and tables, mahogany sofas, &c., all made to the latest most approved fashion, and of solid Santo Domingo mahogany. On hand, a large assortment of ready-made mattresses stuffed and repaired to look like new. al 9t.

### WANTED.

A Gentleman. Apply at Palmer's Hotel, No. 40 Calle del 25 de Mayo. al 2t.

## 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 Captain's Names.	Tons.	Consignees.	Destinations, &c.
Mar. 31	Brig Fremont, William W. Kerwin	214	Robert Harvie Wilson	Great Britain
April 1	Brig Waverley, British	252	Isaac Parnell	Coves for orders
	Brig Arcturion, William Thompson	300	John Best and Brothers	Havana
	Brig Corneil, J. de W. de W.	181	Wm. A. Wilson	Liverpool
	Brig Aqueduct, William Thompson	200	John Best and Brothers	Liverpool
	Brig Crescent, Robert Harvie Wilson	214	Robert Harvie Wilson	Great Britain
May 1	Brig Star, John Clumhoun	190	John Best and Brothers	Antwerp
	Brigge Alton, Bochs, Jamieson, Jackson	312	Prison, Macfarlane and Co	Antwerp
	Brig May Halloway	172	Harvey and George Downes	Coves for orders
	Brig Frigate, Stephen W. Price	340	Prison, Macfarlane and Co	Liverpool
	Brig Boreas, Isaac W. Taylor	172	Harvey and George Downes	Coves for orders
June 2	Brigge Measin, Alexander C. Macken	416	Hughes and Brothers	Coves for orders
	Brig Belmont, Isaac W. Taylor	172	Harvey and George Downes	Coves for orders
	Brig D'Arcy, George Phillips	232	Prison, Macfarlane and Co	Great Britain
	Brigantine Velocity, William Mould	158	Hughes and Brothers	Antwerp
	Brig Governor, John Lawler	148	Graves, Twiford and Co	Pyramouth
	Brig Village Girl, George Wood	142	Harvey and Co	Liverpool
	Brig Buckley, William Brown	252	Prison, Macfarlane and Co	Liverpool
	Brig James Ray, Alexander Horton	326	Bennie, Macfarlane and Co	Liverpool
	Brig Susan, William Gilman	120	Anderson, Weller and Co	London
	Brig Emma Graham, James Ferguson	210	Dowell and Lewis	Falmouth
	Brigge Ynais, George Fielding	158	Prison, Macfarlane and Co	London
	Brig Platanos, Cotton Symonds	40	Harvey and Co	London
July 9	Brigantine America, Richard Heyes	162	John Best and Brothers	Great Britain
	Brig Sir John Franklin, Borthwick	444	Robert Harvie Wilson	Great Britain
	Brig England, Robert Shorton Green	200	Nicholson, Green & Co	Great Britain
	Brigge Cambridge, Simon Graham	145	John Gull Smith and Co	Great Britain
	Brigantine Navigator, J. Leveque	175	P. Delisle	Antwerp
Aug. 2	Brigge Boehlen, Andrew Lawrence	150	Prison, Macfarlane and Co	Pyramouth
	Brig Fane, Richard Bird Prince	150	Prison, Macfarlane and Co	Pyramouth
	Brig Cleland Walsh, Andrew Lawrence	150	Prison, Macfarlane and Co	Pyramouth
	Brig Isabella and Ann, J. Hutchison	235	Barber and Orr	Pyramouth
Feb. 25	Brig Oswego, James Cowley, Jan	182	Zimmermann, Frazer & Co	Boston
	Brig Arcturus, Cornelius S. Ballou	232	Zimmermann, Frazer & Co	Boston
	Brig Waverley, Thomas Barlow	252	Zimmermann, Frazer & Co	Philadelphia
	Brig Charles, William Holton	316	Daniel Gowland and Co	Philadelphia
	Brigge Challenger, John E. A. Todd	214	Daniel Gowland and Co	Philadelphia
	Ship Tuscarora, James G. Schuler	220	Zimmermann, Frazer & Co	Philadelphia
	Ship Harriet Rockwell, W. Langdon	47	Zimmermann, Frazer & Co	Philadelphia
June 15	Brig Alexander, James Cowley, Jan	172	Clavell and Sons	Marseille
	Brig Stefania, Benjamin David	122	Zumaran and Tessera	Marseille/Gene
	Brig Caroline, Hilda Grutter	122	Bartolomeo Herard	Cote
July 17	Brigge Neapolis, Nicholas Bahary	277	Harvey and George Downes	Harve de Grace
	Brigge Mosana, Ebelstein	300	Parisi and Brothers	Harve de Grace
	Brigge Aqueduct, William Thompson	200	John Best and Brothers	Harve de Grace
Aug. 1	Brigge James Raymond, Bondjoud	330	Parisi and Brothers	Harve de Grace
Sept. 1	Brigge Antioch, Louis de Aguinia	114	Antonio Allam and Co	Montevideo
	Ship Agafia, Juan Bonafina Puggio	252	Zumaran and Tessera	Marseille, Genoa, Marseilles
	Brigge Naxos, Jose de Aguinia	100	Caprioli	Genoa
	Palmer Carlos Alberto, J. E. Anhol	328	Caprioli	Genoa
	Brigge Giuseppe, Juan B. Chiozza	325	Caprioli	Genoa
Aug. 1	Palmer Giaves, Juan B. Chiozza	188	Overies and Meyrlion	Brazil
Sept. 1	Brigge Antioch, Francisco Salomon	172	Zumaran and Tessera	Havana
April 26	Brigge America, Jose Romera	252	Zumaran and Tessera	Havana
	Brigge M. gonia, Jose Romera	200	Lavall and Sons	Havana
	Brigge Antonio, José Pico	180	Lavall and Sons	Havana
	Brigge Paula, Zelma Bahary	277	Harvey and George Downes	Havana
	Brigge Cortes, Miguel Pico	180	Lavall and Sons	Havana
	Brigge Adolfo, José Pico	180	Lavall and Sons	Havana
	Brigge Union, Antonio Koch	142	Lavall and Sons	Havana
	Brigge Manuel, Pedro Garcia	150	Zumaran and Tessera	Mediteranean
	Palmer Martinez, Jose Romera	180	Lavall and Sons	Mediteranean
	Brigge Paganio, Malagón, D. Viana	362	Zumaran and Tessera	Mediteranean
	Palmer Escudé, L. C. T. Nishorn	180	Lavall and Sons	Spain
July 19	Brig Iris, Juan Garrido	180	Francisco Beldier	Caliz
	Brigge Margarita, Bartolomé y Bari	180	Lavall and Sons	Spain
	Brigge Cortes, Bartolomé y Bari	180	Lavall and Sons	Spain
May 4	Brig Aurora, D. B. Voss	109 1/2	J. Klock and Co.	Falmouth
	Brigge Phoenix, G. G. Schuler	100	Klick and Co.	Falmouth
	Brigantine Emil, Christian Husted	508 1/2	J. Klock and Co.	Coves for orders
July 24	Schooner Daniel, Christian Husted	100	Klick and Co.	Hamburg
	Brigantine Ludus, Adolph Schuler	100	Klick and Co.	Coves for orders
Aug. 2	Brig Columbus, C. A. Echsmo	294	Klick and Co.	Coves for orders
	Brigge Orestes, L. C. T. Nishorn	28	Klick and Co.	Coves for orders
May 30	Brig Johannes Camr, G. Ellersfeld	182	Zimmermann, Frazer & Co	Havana
July 2	Brigge Victoria, F. G. Wakenmeyer	1	Bunge, Hitz and Co.	Coves for orders
	Brigge Ann, C. H. Handberg	60	Bunge, Hitz and Co.	Albena
	Brig Victoria, G. G. Schuler	100	Klick and Co.	Albena
Nov. 18	Brigge Lonia, Alexander Ross Lafont	301	Alexander Ross Lafont	Brazil
	Brigantine Negocante	146	Thomas Gowland and Co	Brazil
April 11	Schooner Alameda, Francisco Pagan	42 1/2	Jose Coelho Meyrellis	Montevideo
July 10	Palmer Naxos, Jose de Aguinia	100	Lavall and Sons	Montevideo
	Brigantine Desempeña, Alvaro Diaz	240	Jose Pereira Carrizosa	Brazil
	Brig Don Pedro de J. J. de Aguinia	100	Lavall and Sons	Brazil
	Brigantine Luciano, J. P. F. M. Lama	145	Lavall and Sons	Montevideo
	Brigge Sebastian del Rio, Antonio Koch	142	Lavall and Sons	Brazil
	Brigantine Manuel, Anselmo Luis Saiz	155	Lavall and Sons	Brazil
	Brigge Flamengo, Antonio Avastio	172	Viana and Timotheo	Brazil
Aug. 2	Brigge Paula, Zelma Bahary	277	Harvey and George Downes	Montevideo
	Brigge Ignacio, Francisco A. de Frate	162	Viana and Timotheo	Brazil
	Brigge Orestes, L. C. T. Nishorn	28	Klick and Co.	Brazil
July 13	Brigge Diana, F. G. Wakenmeyer	218	Klick and Co.	Falmouth
	Brigge Johann Camr, J. Meyer	90	Klick and Co.	Hamburg
Nov. 18	Brigge Lonia, Alexander Ross Lafont	301	Alexander Ross Lafont	Brazil
Jan. 10	Brigge Nicola, Nishorn, Tjuffler	160	Antonio Allam	Amsterdam
Jan. 21	Brigge Nicola, Nishorn, Tjuffler	177 1/2	J. Klock and Co.	Havana
June 3	Brigge Eliza, Ferrig	142	Delisle	Antwerp
Aug. 2	Brigge Honorella, A. Conder	122	Bunge, Hitz and Co.	Albena
June 4	Brigge Catarina, Lovenschick	400	Nicholson, Green and Co	Brazil
	Brigge Anna, Lovenschick	400	Nicholson, Green and Co	Brazil
April 29	Brigge Uania, H. Bannell	250	Zumaran and Tessera	Falmouth
July 27	Gallot Harmony, A. Van der Meyden	177	Klick and Co.	Coves for orders

### FOREIGN VESSELS OF WAR.

**BRITISH.** Ship Powr, 16 tons, Captain Charles Colville Franklin. Packet schooner, *Janis*, Justus Ockendon, Commander.

**FRENCH.** Brig Alcega 16 tons, Captain Barz.

**UNITED STATES.** Corvette Doctor, 16 tons, Captain Henry W. Ogdon.

**BRAZILIAN.** Brigantine Camaron, 5 tons, Captain José Maria Rodriguez. Brigantine Argon 10 tons, Captain Anselmo Felix Costa de Mello.

## MARINE LIST.

PORT OF BUENOS AYRES.

The Brazilian brigantine which arrived on the 29th ult., is the Mentor, 155 tons, Anacleto Luis Saiz, from Santos 20th June, Montevideo 27th ult., sugar, rum and coffee, to Llavall and sons.

July 31.—Wind W. hazy.

*Arrived.* Brazilian brig Flamingo, 173 tons, Antonio de Azevedo, from Rio Janeiro 11th inst., Montevideo 29th, sugar and tobacco, to Vieira and Timotheo.

Spanish brig Gertrudes, 118 tons, Martorell y Bari, from Barcelona 17th March, Montevideo 28th inst., general cargo, to Llavall and sons.

August 1.—Wind E. strong.

*Arrived.* Brazilian zúmbra Perola, 84 tons, José Silva, from Montevideo 29th ult., wine, brandy, &c., to Juan N. Coué.

From 'The Times' of 2nd June.  
CHINA.  
RECOMMENCEMENT OF HOSTILITIES.  
[The following appeared in a second edition of *The Times* of yesterday.]—  
Accounts have been received of the recommencement of hostilities in China. Our troops took possession of the Forts of Bogue on the 25th of February, and of the Factory of Canton. The Emperor, nevertheless, expressed his determination not to submit.  
Keshen had been disgraced, and sent in irons to Peking.  
Sir G. Bremer arrived on the 22d April at Calcutta to confer with the Governor General. Reinforcements were to proceed to China forthwith.

Accounts from Paris state that Darmes, the regicide, was guillotined at 7 o'clock on Monday morning at the Barriere St. Jacques. The suddenness of the execution prevented the presence of many spectators, but there was a large display of military force. The culprit evinced much resignation and courage. All attempts to extract information from him, continued even on the scaffold, failed. The event produced not the slightest sensation in Paris.

The Gazette of Upper Germany announces that in consequence of the disturbances in the European provinces of the Turkish empire, a concentration of Austrian troops on the frontier is spoken of.

### EXECUTION OF DARMES, THE REGICIDE. (FROM OUR OWN CORRESPONDENT.)

Paris, May 31.

The execution of Darmes took place this morning at 7 o'clock. Yesterday several attempts were made by the Chancellor and the Attorney-General to obtain from him some disclosures, which it was expected he would make after being capitally convicted; but he refused obstinately to reply to their inquiries, and to rid himself of their importunities he told them that he would reflect on the subject, and send for them if he had anything to say. It appears that his lawyer, M. Pinede, had with the greatest difficulty prevailed upon him to address an appeal for mercy to the King. This demand was rejected by His Majesty early on Sunday, and at 12 o'clock it was notified to Darmes that he had no mercy to expect. He spent the remainder of the day perfectly tranquil, not expecting to be executed before Tuesday. He was waited upon by the chaplain of the prison, whose exhortations he respectfully listened to, but when urged by him to denounce his accomplices, if he had any, he declared he would carry his secret into the grave, and that it was useless to address to him another recommendation on the subject.

At half-past 5 o'clock this morning he was called down from his cell to the greffe, where the fatal toilette was to be performed previous to the execution. He quietly submitted to the operation, and when it was over, he mounted with his confessor into a vehicle, commonly called *parie a solade*, which is used for the conveyance of prisoners. This carriage, escorted by municipal guards, cuirassiers, and chasseurs, proceeded up the Rue de l'Ourse, Rue d'Enfer and the adjoining Boulevard, down to the Barriere St. Jacques, where the scaffold had been erected during the night. Few spectators were in attendance. At 6 o'clock all the avenues leading to the Barriere had been occupied by the military, all traffic interrupted, and the people, who had congregated near the scaffold, were driven back a considerable distance. After he had alighted from the carriage his sentences was again read to him. The clergyman then took leave of him, and he executed the steps of the ladder with a steady pace, followed by the executioner's aids. It was only when he reached the platform that he came within view of the people; his head was still covered with a black veil, and a white shirt enveloped his whole body down to the feet, which were bare. The executioner having placed him with his back to the guillotine, a dialogue appeared to pass between them; and, from the negative shake of the head which Darmes occasionally gave, it was supposed that the executioner had held out to him a hope of salvation if he would make revelations.—This conversation occupied between three and four minutes; the aids then seized him, and having placed him with his face towards the knife, removed the black veil from his eyes, and took off his shirt. The sight of the instrument of execution appeared to strike him with awe; he started, and, feeling rather unsteady on his legs, he made a stride in order to maintain his own equilibrium, and then he had calmed, and surrendered himself into the hands of the executioner, and an instant before the knife descended he was heard to exclaim—*Vive la France*. The body and head were then placed in a basket, and conveyed to the cemetery of Mont-Parnasse, where they were interred in the enclosure exclusively reserved for regicides.

August 2.—Wind S. S. W. easy.

Arrived, British brig Brothers, 176 tons, William Currie, from Liverpool 29th March, Montevideo 30th ult., with 70 empty pipes, staves, &c., to Alexander Ross Lafone.

British brig Flame, 155 tons, Richard Bird Pringle, from Liverpool 21st May, arrived at Montevideo on 29th ult., sailed thence 1st inst., general cargo, to Parlane, Macalister & Co.

Danish brig Orendzund, 98 tons, L. C. T. Nielsen, from Hamburg 14th April, Montevideo 1st inst., gin and general cargo, to J. J. Kieck & Co.

Belgian brig Hirondelet, 132 tons, A. Cordier, from Lisbon 29th May, sails, to Bangs, Hatz & Co.

Sardinian schooner 1st inst., in ballast, Sardinian schooner 2nd inst., in ballast, 10 passengers.

Sailed, French barque Cornelia, Kraoul, for Havre de Grace, despatched by Moca, Dunoyer and Vanni, with 7363 dry ox hides, 2000 wet salted ox hides, 1350 horns, 31 bales with 1054 arrobas hair, 9 do, with 225 arrobas wool.

August 3.—Wind S. S. W. (strong at night) slight rain and foggy.

Arrived, Sardinian polacre Giova, 129 tons, Juan B. Chioza, from Rio Janeiro 11th ult., Montevideo 30th, rum, tobacco, &c., to Sa Pereira and Moyrellos.

Brazilian brig Delta Januaria, 102 tons, Francisco Accosta de Freire, from Rio Janeiro 19th June, Montevideo 1st inst., sugar, tobacco, &c., to Vieira and Timoteo.

August 4.—Wind S. S. E.

Arrived, H. B. M's packet schooner Coactrice, from Rio Janeiro 22nd ult., arrived at Montevideo 2nd inst., sailed thence 3rd, with the mail of the packet Lyra, from Palmouth 4th June.

Passenger from Rio Janeiro, Mr. George A. Brittain.

Brazilian brigantine of war Argos, 10 guns, Captain Antonio Felix Correa de Mello, from Montevideo 3rd inst.

Oriental schooner Lucero, 54 tons, Manuel Comparety, from Montevideo 3rd inst., to Rezaval and Brothers, with passengers.

Sailed, Brazilian packet schooner Eufrasia, Mariano Francisco de Silva, for Montevideo, with passengers.

August 5.—Wind S. S. E. hazy, slight rain.

Arrived, French schooner of war Eclair, from Montevideo 4th.

National brig of war General Balgrano, 94 guns, Captain William Bathurst, bearing the flag of Admiral William Brown.

National corvet of Twentyfifth May, 30 guns, Captain Joaquin Hidalgo.

National brig of war General Echague, 11 guns, Captain Nicolas George.

National brigantine of war Vigilante, 5 guns, Captain José Maria Pinedo.

National brigantine of war San Martin, 5 guns, Captain Gerald Fisher.

National schooner of war Libertad, 5 guns, Captain José Maria Cordero.

National schooner of war Ninth July, 5 guns, Captain Thomas Craig.

National zamaca of war Enterriana, 8 guns, Captain Santiago Mauricio.—All from off Montevideo.

British brig Isabella and Ann, 229 tons, James Hinchison, from Liverpool 14th April, Montevideo 4th inst., general cargo, to Barber and Orr.

British brig Cheshire Witch, 150 tons, Andrew Laurie, from Liverpool 30th April, general cargo, to Charles Tyeulor & Co.

French barque Jeune Raymond, 181 tons, Bourdieu, from Montevideo 4th, general cargo, to Hardey, Cavira & Co.

Brazilian brig Orates, 220 tons, Bento Lopez, from Parnaguá 14th ult., Montevideo 3rd inst., yerba, &c., to Juan Balbino Soriano.

Sardinian zamaca Virgen del Rosario, 67 tons, Juan Bautista Berlinguay, from Montevideo 4th, general cargo, to Zumaran and Trosera.

Sailed, Bremen brigantine Delphin, B. Spille, for Atlanta, despatched by J. J. Kieck & Co., with 5819 dry ox and cow hides, 550 salted do.

Bremen brig Diamant, Bellefor, for Antwerp, despatched by J. J. Kieck & Co., with 15,258 dry ox and cow hides, 201 dry salted do., and 306 wet salted do.

Brazilian brig Recuperador, Pedro Augusto Goursell, for Rio Janeiro, despatched by Manuel Acevedo Ramos, with 3200 quintals jerked beef, 580 arrobas tallow, 292 boxes tallow candles, 1 horse.

August 6.—Wind E. thick fog, slight rain.

Arrived, Prussian brig Brazilian brigatino

Merchant Vessels in the Port of Buenos Ayres last evening (9th inst.).

British.....	33
American.....	7
French.....	8
Spanish.....	16
Sardinian.....	17
Belgian.....	2
Norwegian.....	2
Hamburg.....	2
Danish.....	14
Bremen.....	7
Austrian.....	2
Prussian.....	2
Dutch.....	1
Total.....	107

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 French brig Veloce and Spanish brig Edwiges, which we have withdrawn from our list of vessels in Port on Thursday last, conceiving they would have sailed.

The Brazilian schooners Maria del Carmen and Zulmira have been sold.

**Vessel posted to sail.**

On 8th, British barque Ellerslie, for Liverpool.

“ British brig Star, for Antwerp.

“ Bremen brig Gazelle, for Cowes and the Continent.

**NOTICE TO MARINERS.**

LIGHT HOUSE at GIBRALTAR.

Trinity House, London, April 6, 1841.

The Light House which for some time past has been in course of erection at Gibraltar, being now nearly completed,

Notice is hereby given, that the Light therein will be exhibited for the first time on the evening of the 1st of August next, and thenceforth continued every night from sun-set to sun-rise.

Mariners are to observe that this Light House is situate upon Europa Point, and that a powerful fixed light will be exhibited therein, and will burn at an elevation of 150 feet, or thereabouts, above the level of the sea.

By order,

J. HERBERT, Secretary.

**VICTORIA THEATRE.**

On 1st inst., the 'Bravo de Venice' was repeated.

On 4th, the comedy of 'Soliman II., or the Three Sultanas,' and a farce.

We did not attend on either occasion, but are told that the House was well attended.

**Died.**

On 22nd ult., aged 46, Mr. ELISHA LEAR- KAN, native of Boston, United States. His remains were deposited in the Cemetery of the Recoleta on the 22d.

On the 1st inst., after a short illness, aged 54 Mrs. MARY KIRKMAN, consort of Mr. Bernard Kirkman, formerly one of H. Majesty's Surveyors of Lands in the Province of New Brunswick, and for several years a resident in this country.

The remains of the deceased were conveyed on the 3rd to the Cemetery of the Recoleta attended by numerous friends.

On the 1st inst., aged 42, Mr. ROBERT MRY- CHUELL, a native of Campbellton, Argyleshire, Scotland; and for many years an extensive Cabinet Manufacturer in this City.

**Advertisements.**

**WANTED.**

A Person to take charge of a Chacra, an Englishman or German with family would be preferred. Apply at No. 15, Calle de la Universidad.

**BALLAST.**

ABOUT 60 tons of ballast is wanted by the American ship Tuscan, in the outer roads. Any Captain or other person being in charge of cargo, will confer a favor by treating with Capt. Spencer, on board said ship, or with

ZIMMERMANN, FRAZIER & Co.

**TO BE SOLD OR LET.**

A QUINTA and BARRACA in the HUICO DE LOS SAUCES.

THE Property consists of nearly a square of ground, a good brick house with eight rooms in it, a barraco, pileta, alfalar, garden, &c. at 4t For particulars apply at Calle del Peru, No. 13.

**Patagonian Robes or Fur Carpets.**

JUST Received by the undersigned, a few very handsome Indian carpets, made of Guanaaco and Lion skins, dressed and painted by the Indians of Patagonia.

DANIEL GOWLAND & Co.

**Notice to Families.**

**SUPERIOR BLACK TEA.**  
A FEW boxes of high flavoured Orange Pekoe Tea for sale

DANIEL GOWLAND & Co.

**A CARD.**

A Lady lately arrived from England, and who can produce the highest testimonials, wishes to devote a few hours daily to giving lessons in English, French, Geography, &c. For terms and further particulars, apply to Mr. Cranwell, 31, Calle de la Paz, or 115, Calle de Orientes.

**PRICES CURRENT.**

Doublons, Spanish.....	dollars each
Do. Patriot.....	do. do.
Plata macuquina.....	do. for one
Dollars, Spanish.....	do. each
Do Patriot and Patacones..	do. do.
Six per cent Stock.....	do. do.
Exchange on England.....	23 a do. per ct.
Do. Franco.....	29 a per do.
Do. Rio Janeiro.....	1 pr. ct. pm. on specie
Do. Montevideo.....	123 a do.
Do. United States.....	a per U.S. dollar
Hides, Ox, for Eng. & Ger. 68	a 70 dis. p. peacada
Do. for Franco.....	61 a 63 do.
Do. for America.....	64 a 65 do.
Do. for Spain.....	67 a 68 do.
Do. salted.....	55 a 56 do.
Do. Horse.....	24 a 25 do. each.
Calf skins.....	62 a 65 do.
Sheep skins, common.....	32 a 34 per dozen
Do. fine.....	38 a 40 do.
Deer skins.....	22 a 25 do.
Goat skins.....	42 a 45 do.
Nutrie skins.....	53 a 55 do. per lb.
Chinchilla skins.....	96 a 100 do. per dozen
Hair, short.....	44 a 45 per arroba.
Do. mixed.....	47 a 50 do.
Do. long.....	75 a 85 do.
Wool, common, washed.....	20 a 25 do.
Do. picked.....	38 a 40 do.
Do. shorn from skins.....	50 a 60 do.
Do. mestiza, dirty.....	15 a 30 do.
Tallow, pure.....	32 a 34 do.
Do. raw.....	22 a 24 do.
Do. with grease.....	25 a 30 do.
Jerked Beef.....	80 a 40 per quintal
Horns, mixed.....	400 a 500 per mil.
Do. Ox.....	500 a 1000 do.
Shin bones.....	150 a 170 do.
Hide cuttings.....	20 a 25 per 100 lb.
Outrich feathers, white.....	25 a 30 per lb.
Do. black.....	14 a 16 do.
Salted tallow.....	25 a 30 do.
Salt, on board.....	23 a per fan
Discount.....	1 a 2 pr. ct. per month

The highest price of Doublons during the week dollar. The lowest price dollars. no transactions. The highest rate of Exchange upon England during the week 23 pence. The lowest ditto 22 pence.

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GEORGE THOMAS, Responsible Editor.