

# British Packet

AND

## MARITIME NEWS.

No. 800.]

BUENOS AYRES, SATURDAY, DECEMBER 18, 1841.

[YEAR XVI.]

### BUENOS AYRES.

By reference to our Marine List it will be seen that 4 vessels of the National squadron bringing with them the Rivierista prize-brig Cagancha, arrived at this port on the evening of the 10th inst. We have received the following details of the action which led to her capture.

On the 9th, at day-light, the national squadron commanded by Admiral Brown, was about 15 miles S. E. of Montevideo, and that of the Rivierista's, consisting of a ship, 2 barques and a brig, under the orders of Commodore Coe, was coming out of the port of Montevideo, standing towards the National squadron, and the wind being N. the Rivierista's had the weather gauge. At half past 7 Admiral Brown shifted his flag from the brig San Martin to the brig General Belgrano. At half past 11 the Rivierista's opened fire from all their vessels, which was immediately answered from four of the National squadron, and occasionally by all. At 12, a Congreve rocket thrown from the San Martin went through the main-top-sail of Commodore Coe's flag ship. At 10 minutes past 12 the wind shifted to S. E. and the National squadron obtained there the weather gauge. At half past 12 the engagement which had ceased for 20 minutes recommenced. At 15 minutes after the first action commenced, the Rivierista barque 25th May, Captain Biboa, second in command of their squadron, hoaled off and made sail to windward. From 1 to half past 1 p. m. the National schooner Ninth July, Captain Bathurst, at the head of the line, kept up a constant fire upon the three Rivierista vessels, viz:—ship Sarandi, Commodore Coe; barque Constitution, Captain Dupuis, and brig Cagancha, Captain Beazley, which were retreating to the eastward. At 3 the Rivierista squadron (4 vessels) came again into action, but their barque 25th May, kept always to windward out of cannon-shot range. At a quarter past 3, a squall of wind and rain came on from the S. E., the Rivierista squadron hoaled off and the firing then ceased. At this time the Rivierista brig Cagancha was a considerable distance to leeward of her consort. Admiral Brown, in the General Belgrano, made sail before the wind and cut her off, upon which the Cagancha stood all possible sail stood to the westward. The remainder of the National squadron followed the Admiral's motions. At half past 6 the General Belgrano opened a most destructive fire of round and grape upon the Cagancha, which the latter could only answer with musquetry, and a few cannon-shot—the brig San Martin was next to the General Belgrano chasing the Cagancha, and firing upon her as occasion offered, as did the 25th May, Vigilante, Republicano, and General Echague; the Vigilante received a 21-pound shot between wind and water. At 7, five Congreve rockets were thrown from the San Martin upon the Cagancha, two of which struck her. At a quarter past 7 the San Martin having got her broadside to bear upon the Cagancha, gave her two broadsides of round and grape with good effect. The General Belgrano continued chasing the Cagancha, keeping up all the time a heavy fire of round, grape and musquetry, which was faintly returned. At half past 8, the General Belgrano gave up the chase and stood to the eastward—the San Martin continued chasing until 10, at which hour a violent storm came on and she anchored.—The Cagancha did the same distant from the San Martin two cubles length starboard side. At the commencement of the storm, when the San Martin was on the point of anchoring, she had her two top-gallant masts carried away by its effects, and the Cagancha her two masts. At day-break on the 10th, the

General Echague, Republicano, and Ninth July, were seen at anchor around the San Martin, and the Cagancha had slipped her cable during the night and was 6 miles to the S. of the National vessels, with a sail on the stump of her main mast steering S. E.—at 6, the 4 National vessels got under way and stood towards her, upon which the Cagancha entirely cut away her main-mast for the purpose of concealing herself, at a quarter past 7 she was closed upon by the 4 National vessels, the San Martin hoisted a flag of truce, which was answered by the Cagancha. At half past 7 the Cagancha was taken possession of. She mounted 14 guns, viz:—4 24-pounders, 4 18, 4 12, and 2 9, her crew when she sailed from Montevideo consisted of 103 persons, of which 5 seamen were killed, and 8 and one officer wounded.

Amongst her 14 officers were the following—Captain Robert William Beazley, Messrs. Mariano Martinez, Charles Howe, Enrique Duarte, Antonio Bravo, Vicente Paz (Purser), Juan B. Belaguer, George Wilson, Edward Clint, Benjamin Gomez, Alexander Necking, and Ulboston.

The National brig General Belgrano, ship 25th May, Captain John King, and brigantine Vigilante, Captain J. M. Pinedo, separated from their consorts in the storm, and anchored near the Barrancas of San Gregorio, to repair damage. Admiral Brown despatched the Vigilante to Buenos Ayres on the morning of the 11th. On the 12th, the General Belgrano and 25th May anchored off Montevideo, waiting for the Rivierista opponents—they (3 vessels) in the storm had proceeded up the River and were seen in the vicinity of Point Piedras. On the arrival of the Vigilante in the outer roads, the Republicano and Ninth July got under way and proceeded to join Admiral Brown.

The arrival here of the prize brig Cagancha, caused as might be expected great excitement and cheering on shore—the astores, &c., in the neighbourhood of the river were crowded with spectators. Captain Beazley and the rest of the prisoners were landed at 10 o'clock on the night of Saturday, and conducted to the Cabildo prison. A guard was drawn up on the beach, and although the disembarkation occurred at so late an hour, the crowd to witness the affair was considerable.

The Republicano and Ninth July returned yesterday, having left Admiral Brown on the 11th with his two vessels (General Belgrano and 25th May) off Montevideo, awaiting the brig Commodore Coe with his three vessels remained at the same date cruising in the environs of Point Piedras exercising his crews.

The Montevideo papers are continually paning upon the word Cagancha and upon General Echague. The fact of the General Echague having towed in the Cagancha as a prize, we think will put a damper on their sport. In the previous naval combat the schooner General Rivierista was sunk—now their favourite Cagancha is taken. These two annals have been continually compiled together in the papers of the Montevideo scribes. Now they will form a joint subject for their elegies. There is something ominous in this coincidence. With this Don Frutos has had two warnings, let him beware of the third.

We received by H. B. M's packet Colectrick, London papers to 19th October, Paris to 7th do., and the Journal do Comercio of Rio Janeiro to 1st inst. The English papers are a good deal

occupied with Chinese affairs, and all are loud in their complaints against Commissioner Elliot.—The following is from the 'Atlas' of 9th October.

Ever since the war with China commenced every Englishman's face has flushed, and hand has clenched, as he read the news brought by an Indian mail. Up to this time the history of the war has been more like an extravagant tale of an army of heroes controlled by a council of idiots, than like a detail of real facts occurring in the present day. Our men have never in that region seen the foe that could stand before them for a minute, and those who control them have never met the Mandarin who could not enjole them out of the fruits of victory by half-a-dozen sentences. In two years we have gained from this contemptible foe absolutely nothing. Our treasure has been wasted, our men have been delivered over to death by pestilence, and now even our national honour is made a jest for fools to carp at. England has become, as it has been so justly remarked, the head pirate of the Indian seas.

That most imbecile and wrong-minded creature that ever cursed the service of a country has at length capped the climax of his folly.—He has taken Canton, and sold it again for money; and he has applied that money to the discharge of liabilities which had become personal to his own.

We cannot trust ourselves to speak our resentment at the acts of this individual. It is not possible to specify the number of similar such acts as these are doing. A fine army and a gallant fleet ever upon the point of decisive victory, and ever paralyzed at that moment by the incomprehensible interference of the man who was placed in authority, not to prevent, but to use their victories. We cannot but picture to ourselves what the result must have been had any other man but an Elliot held the position which he disgraces, and we cannot but remember with bitterness that while the tidings of disgrace are being wafted to us Lord Minto is standing in the House of Lords and repudiating the charge of nepotism. Far better had the whole family of Elliot never been than that it should have given birth to this baneful incident, this prohibition of England.

The news of mingled triumph and disgrace which this week has brought is far too interesting to be taken from any summary which we could give in this portion of our paper, and the reflections which arise from the perusal of the details are those which must occur to every reader more vividly than they could be prompted by us. Well may the officer who led the British troops be held excused that he was unable wholly to suppress his indignation. He wrote his dispatch smothering under the feeling that he had been forced to throw down his arms at the moment of victory—so soon as he had obtained for the commissioner who commanded him the only object which that man seems capable of appreciating—money—booty. We might the dying veteran Senhouse refuse even a grave in any place which could be polluted by association with any of the deeds of the man whose misconduct was killing him.

Surely some punishment should be inflicted upon this Elliot. We read indeed in every public dispatch, and in every private letter, that he is the by-word of contempt among every class of men, friends or enemies, civilians, soldiers, or sailors; but something more than that must yet be done to exhibit to the world that our country has no part in the act of piracy by which Elliot has contrived to pay his dismission bills.

(See last page.)

Advertisements.

HAY-AND CIGARS.

Of the first quality, are on sale at the house of...

Buenos Ayres British Library. The Proprietors of, and Subscribers to, this Institution are hereby informed...

ROBERT H. WILSON, Secretary. Buenos Ayres, December 6, 1841.

Recuerdos del Rio de la Plata.

THE Plate, engraved on stone with the greatest care in the Imprenta Litografica de las Artes...

NOTICE.

THE Parents of a lad nearly 15 years of age, who speaks English and Spanish, are desirous of placing him in a Mercantile establishment...

IRON CHESTS.

CAPTAIN BENEDETTI, of the American brig America, has on sale at the house of Messrs. Zimmermann, Frasier & Co., several of Scott's patent Asbestos Iron Chests...

ROCK WINE.

Superior quality, for sale at a low price, Calle de la Piedad, No. 40. Also very good brandy at \$20 gallon.

FOR LIVERPOOL.

The well known fast sailing A. 1. British Barquet CHALCO, Richard Brown, Master, has capital accommodations for passengers...

EXCHANGE TABLES.

JUST Published and for sale at G. Barris's Argentine Lithographic Library, No. 4, Calle de la Federacion, a neat, useful, and interesting work...

In the same establishment may be had sketches of the fashions, customs, scenes and views of this country, and every article necessary in a counting-house...

Prices Current of this Market.

NOTWITHSTANDING the great expense attendant on this weekly periodical obliged the Editor to suspend its publication...

FINE IVORY COMBS.

AT Mrs. Corcoran's, No. 92, Calle de Cangallo, are on sale a few dozens of Reed & Co's, five tooth Ivory combs...

ON SALE.

AT No. 140 and 142, Calle de la Piedad, a good assortment of hoop-iron Scotch ploughs, well-poles, watering cans...

FOR FREIGHT OR CHARTER. The very superior coppered and copper fastened Argentine brig.

CORREO DE BUENOS AYRES, 271 tons burthen.

CHARLES R. HORNE. Licensed Ship Broker, No. 51 Calle de la Paz.

Best London bottled Porter & Ale.

A Few barrels of Buss's best London Porter and Ale, in barrels of four dozen each, for sale at 51 Calle de la Paz...

Private letters from Liverpool, state that the Captain of the Leopoldina Rosa, who murdered one of the crew (an Englishman) on the passage from Montevideo to Brazil, is now a prisoner in London...

Part of the Journal of the celebrated Elizabeth Woodville, previous to her marriage with Lord Grey. She was afterwards Queen to Edward IV., and died in 1486.

The following was extracted from an ancient manuscript preserved in Drummond Castle. The copyist has introduced the orthography.

Monday morning.—Rose at 4 o'clock, and helped Catherine to milk the cows. Rachel the other dayrmaid having scalded her hand in so bad a manner the night before. Made a poe for Richard and gave Robin a penny to get something from the Apothecary.

6 o'clock. The buttock of beef too much boiled and bear a little of the staiter. Men to talk to the Cook about the first fall, and to mend the second myself by tapping a fresh barrel directly.

7.—Went to walk with the Lady my Mother in the Court-yard; fed 25 men and women; chid Roger severely for expressing some ill-will at attending us with broken meat.

8.—Went to the paddock behind the house with my maid Dorothy; caught Thump the pony myself, and rode a matter of 10 miles without saddle or bridle.

10.—Went to dinner.—John Grey a most comely youth—but what is that to me? a virtuous maiden should be entirely under the direction of her parents. John ate but little, and stole a great many tender looks at me; said women in his opinion could never be handsome who were not good-temper'd—I hope my temper is not intolerable; nobody finds fault with it but Roger, and he's the most disorderly young man in the family. John Grey likes white teeth—my teeth are of a pretty good colour. I think, and my hair is as black as jet, though I say it, and John, if I mistake not, is of the same opinion.

11.—Rose from the table. The company all desirous of walking in the fields. John Grey would lift me over every stile, and twice he squeezed my hand with much vehemence. I thought Mrs. I should have my objection to John Grey. He plays at prison base as well as any of the country gentlemen, is remarkable dutiful to his parents my Lord and Lady, and never misses Farmer on Sunday.

3.—Poor Farmer Robinson's house burnt down by accidental fire. John Grey proposed a subscription among the company for the relief of the Farmer and gave no less than four pounds with this benevolent intent. Men: never saw him look so comely as at that moment!

4.—Went to prayers.

6.—Fed the hogs and poultry.

7.—Supper on the table—delayed till that time on account of Farmer Robinson's misfortune. Mrs. the goose-pie too much baked; and the pork roasted to rags.

10.—The company fast asleep—those late hours very disagreeable—said my prayers a second time. John Grey distracted my thoughts too much the first time—fell asleep, and dreamed of John Grey.

Communicated by W. G. Buenos Ayres, December 9, 1841.

Extracts from Miss Sedgwick's work. (Continued.)

Coming to the cities of the Old World, as we do, with our national vanities thick upon us, with our scale of measurement graduated by Broadway, the City Hall, the Battery, and the Boston Common, we are confounded by the extent of London, by its magnificent parks, its imposing structures, its numerous warehouses, and by all its details of convenience and comfort, and its aggregate of incalculable wealth. We begin with comforting ourselves with the thought, 'Why, these people have been at it for a thousand years, and I have never known how much longer.' By degree envy melts into self-complacency, and we say 'they are our relations,' 'our fathers had a hand in it,' we are of the same race, 'as our new-planned cities and unfinished towers shall hereafter prove. Mr. Webster said to me after we had been two or three weeks here, 'What is your impression now of London? my feeling is yet amazement.' I got my best idea of the source of the wealth and power of this country from visiting the docks, and seeing the wharves, we did thoroughly, under the conduct of our very kind countryman, Mr. P. Vaughan, whose uncle, Mr. William Vaughan, had much to do with the suggesting and planning these great works. Do not for an instant suppose any particular description of them, which you will get so much better from any statistics of London. Our 'woman's sphere,' the boundaries of which some of my sex are making rather indefinite, does not extend to such subjects. We yet have the child's pleasure of wonder, and we had it in perfection in passing through an apartment a hundred feet in length, appropriated to cinnamon, the next of equal extent, to cloves, and so on and so on to a wine-sellar under an acre of ground. I never enter the London parks without regretting the folly (call it not cupidity) of our people, who, when they had a whole continent at their disposal, have left such narrow spaces for what has been so well called the lungs of a city; its breathing-places they certainly are. I do not know the number of squares in London. I should think a hundred as large as ours boasted St. John's Park, the Park, Washington and Union Squares. Their parks appear to me to be much more numerous than those of New York. The Regent's Park, the largest, contains 400 acres; Hyde Park, 395. Besides these, there are Green and St. James's Parks, which, however, are both much smaller than Hyde Park. I wonder if some of our speculating lot-meal people would not like the draining of their adorning-woods, and the laying-out of the ground into streets and building-lots, a passion as worthy as Scott's old Cumber's for streaking a course. It would, indeed, be bringing the living into the dead to drive the spirit of health and the healthiest pleasure from these beautiful grounds. The utilitarian principle, in its narrowest sense, has too much to do in our country. I can fancy a western squatter contemplating the living into the dead to drive the spirit of health and the healthiest pleasure from these beautiful grounds. The utilitarian principle, in its narrowest sense, has too much to do in our country. I can fancy a western squatter contemplating the living into the dead to drive the spirit of health and the healthiest pleasure from these beautiful grounds.

Winchester Cathedral, it might be anticipated, produced a great effect; and Miss S. says of it: 'A part of it is of the Saxon order, and dates from the seventh century. What think you of our New World eyes seeing the sarcophagi containing the bones of the old Six Kings, the Ethelreds and Ethelwolds, and of Canute the Dane's tomb, and William Rufus and his William of Wickham; the chair in which Woodly Mary sat at her nuptial ceremony; besides unnumbered monuments and chapeis built by kings and bishops; to any nothing of some of the best art of our own time, sculpture by Flaxman and

Chantry? Their details were lost upon us in the effect of the great whole; the long drawn aisles, the windows with their exquisite colouring, the lofty vaults, the carved stones, the pillars and arches—those beautiful Gothic arches. We had some compensation for the uncomeliness of a lifetime of the power of architecture, in our ever-revolving emotions. They could be repeated. We cannot see a cathedral twice for the first time, that is very clear! I was not prepared for the sensations to be excited by visiting these old places of the Old World. There is a thing in our mind to aid the imperfect lights of history. Here it seems suddenly verified. Its long-buried dead, or rather its dead ancestors, appear with all the freshness of actual life. A miracle is wrought on posterity and painting. While they represented what we had never seen, they were but shadows to us; a kind of magic mirrors, showing false images; now they seem a Divine form, for the perpetual preservation of the beautiful creations of Nature and Art. It happened that while we were in Westminster Cathedral, service was performed there. I cannot tell how I might have been affected if it had been a hearty service. There were the officials, the clergyman and clerk, a choir of boys, and, for the audience, half a dozen men, three or four women, octogenarians, or verging on the extreme of life, and ourselves. I confess that the temple, and not He who sanctifies it, filled my mind. My eyes were wandering over the arches, the carvings, the Saxon caskets, &c. &c."

## 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.	Tonnage.	Consignees.	Destinations, &c.
<b>British.</b>				
July 13	Brig Elia Franklin, Barnwick.	414	Robert Hastie Wilson.	Great Britain.
13	Brig Elia Herwood, J. O. Stitt.	250	James C. Thompson.	Falmouth.
13	Barque Charles Richard Bonnet.	280	James Taylor & Co.	London.
13	Brig Lavonia, Edward Vans.	250	James C. Thompson.	York for orders.
Oct. 3	Barque Hinde, Joseph Lovelock.	250	James C. Thompson.	York for orders.
11	Brig Millam, William Henry Byrom.	313	James C. Thompson.	York for orders.
15	Brig Henshaw, Robert Hodgson.	313	James C. Thompson.	York for orders.
Nov. 5	Brig Bella Portan, John W. Wyatt.	328	James C. Thompson.	York for orders.
16	Brigantine Horwell, James Byers.	53	Charles, Maclellan and Co.	Falmouth.
17	Brig Chamois, Henry Curly.	180	Charles R. Harner.	London.
18	Barque Pamper, John Robertson.	875	Nicholson, Green and Co.	Liverpool.
23	Brig St. George, Joseph Gwynne.	449	Gresham, Gordon and Co.	Great Britain.
23	Brig Isabelle, Samuel H. Herby.	383	Nicholson, Green and Co.	Liverpool.
<b>Argentine.</b>				
Dec. 5	Brig Geary, James Mathew.	449	James, Maclellan and Co.	Liverpool.
5	Brig Anck, David Murray.	449	James, Maclellan and Co.	Liverpool.
11	Brig Frank, William Whitway.	33	James, Maclellan and Co.	Liverpool.
14	Barque Anek, Hodgson.	33	James, Maclellan and Co.	Liverpool.
<b>American.</b>				
Oct. 29	Ship Morton, H. C. Weeks.	22	David Gowland and Co.	New York.
29	Brigantine Quinter, F. B. Langston.	137	James and Johnson.	New York.
30	Brigantine Moscor, John Simpson.	177	Zimmerman, Frazer & Co.	Boston.
Nov. 10	Brig Oregon, Jonathan Stearns.	22	David Gowland and Co.	Salem.
10	Brigantine Forrest, E. C. Taylor.	122	Oliver J. Hayes and Co.	New York.
10	Brigantine Albert Goodwin.	21	Zimmerman, Frazer & Co.	Boston.
10	Brig America, Isaac C. Benedict.	310	Zimmerman, Frazer & Co.	Philadelphia.
10	Brig Cadiz, John G. Foster.	202	Zimmerman, Frazer & Co.	Boston.
10	Brig Fabio, Daniel P. Upton.	311	Zimmerman, Frazer & Co.	Boston.
10	Brig Arcand, Alexander Rank.	221	David Gowland and Co.	New York.
10	Brig Scuderie, Joseph L. Jones.	221	James and Johnson.	New York.
Dec. 4	Ship Brenta, Joseph Adams.	227	Zimmerman, Frazer & Co.	New York.
4	Brig Henshaw, Dea Swell Home.	320	Zimmerman, Frazer & Co.	Boston.
10	Brigantine Snytra, George Day.	309	Oliver J. Hayes & Co.	New York.
Oct. 7	Brig Cyclope, Pierre Lafund.	178	José Ortiz Bernaldo.	Havre de Grace.
8	Brig Indien, Fremont.	213	Hermann Dufourq.	Havre de Grace.
<b>Sardinian.</b>				
Nov. 10	Brigante Romolo, Agostin Badaracco.	282	Lavallini and sons.	Genoa.
10	Palanca Nra. Sra. de los Angeles, Chiquena.	124	Capile.	Genoa.
<b>Spanish.</b>				
Sept. 21	Barque Paquena Isorta, F. Pastorino.	100	Manuel Siles de la Maza.	Cadiz.
<b>Danish.</b>				
Nov. 13	Brig Molen, H. B. Frost.	264	Nelson Harwig.	Havna.
21	Brig Edward, C. Schmidt.	160	Burgo, Hutz and Co.	Havna.
22	Ship Neptune, John G. Foster.	200	Charles R. Harner.	Havna.
21	Brig Proteus, Carl Friederichsen.	300	Charles R. Harner.	Havna.
28	Brig Edith, J. Jones.	200	Lavallini and sons.	Havna.
Dec. 15	Schooner Anna, P. Matzen.	69	Charles R. Harner.	Havna.
<b>Brazilian.</b>				
July 22	Brig Don Pedro II.	176	Daniel Gowland & Co.	Brazil.
Oct. 6	Brig Esperanza.	150	Nelson Harwig.	Brazil.
22	Brig Jacinto, Juan Rodriguez.	150	Hermano de Souza.	Brazil.
Nov. 10	Algozoteira Desamparado, A. Alvez Dias.	167	Francis Carneiro.	Brazil.
10	Brigantine Diomede, Desamparado.	167	Francis Carneiro.	Brazil.
10	Algozoteira Coique, José M. Bagdas.	180	Manuel Acevedo Ramos.	Brazil.
10	Brigantine Virginia, José M. Bagdas.	180	Manuel Acevedo Ramos.	Brazil.
10	Schooner Virginia, José M. Bagdas.	180	Manuel Acevedo Ramos.	Brazil.
10	Brig Rodon, Manuel de Silva Santos.	180	Manuel Acevedo Ramos.	Brazil.
10	Brig Amalio, José Francisco Ampu.	180	Manuel Acevedo Ramos.	Brazil.
10	Brigantine Aurora, José Francisco Ampu.	180	Manuel Acevedo Ramos.	Brazil.
Dec. 1	Brig Oceanus, Benito Lopez.	200	Juan Bobino Soriano.	Brazil.
1	Brig Linda, Francisco de S. Torres.	200	Sis Torres & Wynne.	Brazil.
1	Brigantine Sista Sestabem, Ferreira.	200	Vizra and Thimont.	Brazil.
<b>Hanoverian.</b>				
Nov. 11	Barque L. & M. H. C. Schmidt.	300	Nicholas, Green and Co.	Continent via Mva.
11	Brig Amphylis, J. J. Adams.	180	Carl, Fruttschick and Co.	Havna.
<b>Dutch.</b>				
Oct. 30	Calliope Archangel, A. W. Wilkens.	123	Burgo, Hutz and Co.	Havna.
<b>Belgian.</b>				
Oct. 5	Brig Antwerp, M. C. Schmidt.	123	Burgo, Hutz and Co.	Havna.
Nov. 5	Barque Yverock, Jean Henri Louren.	123	Burgo, Hutz and Co.	Antwerp.
5	Brig Rapid, M. J. Cornelissen.	130	Burgo, Hutz and Co.	Antwerp.
<b>Austrian.</b>				
Nov. 11	Barque Catarina, Mateo Casarich.	400	Charles R. Harner.	Brazil.
<b>Prussian.</b>				
Aug. 6	Brig Memphis, Henry Kraus.	190	Alexander Ross Lafund.	Antwerp.
Nov. 26	Barque Wilhelm, Schulz.	276	Alexander Ross Lafund.	Antwerp.
<b>Swedish.</b>				
Oct. 13	Ship Bliden, E. A. Anderson.	450	Simon Dodd.	Great Britain.
Nov. 2	Brig Superb, Thos Beckman.	315	Charles R. Harner.	Havna.
Dec. 8	Brig Frya, Henry Chase.	350	Zimmerman, Frazer & Co.	Boston.
<b>Portuguese.</b>				
Nov. 22	Brigantine Bon Jesus de Matosinhos.	120	Manuel Acevedo Ramos.	Brazil.
<b>Bremen.</b>				
Dec. 5	Brig Kongunda, L. Lienzon.	142	Zimmerman, Frazer & Co.	Havna.
10	Brig Kongunda, Carl Burp.	209	Zimmerman, Frazer & Co.	Havna.

## FOREIGN VESSELS OF WAR.

**BRITISH.** Pocket-schooner Cockatrice, 6 guns, Lieut. Justus Graham, Commander.  
**FRENCH.** Schooner Eskir, 6 guns.  
**UNITED STATES.** Schooner Enterprise, 10 guns, L. W. Gallowagh, Commander.  
**BRAZILIAN.** Brigantine Cameron, 5 guns, Captain José Maria Rodriguez.

From the London Journal of Commerce, October 9, 1841.

The non-protection question is disposed of; the petitions of 300,000 individuals have produced no change in the determination of the Ministry; and parliamentary inquiry, into the causes of the existing distress amongst the manufacturing classes, and the depressed state of our national commerce, are postponed to a more convenient season. The Royal Speech, which has extinguished hope, acquiring a character of brevity from the shortness of the session, consisted merely of a few short paragraphs, arranged according to precedent; yet one of them, which is pregnant with matter of much moment to the prosperity of the country, we regret to say, involves an obvious inconsistency—it speaks of the “distress which has prevailed for a considerable period of time in some of the principal manufacturing districts;” but instead of stating any remedy for the disease, adding that “her Majesty will concur in all such measures as shall appear best calculated to prevent the recurrence, &c., after mature deliberation.” We fear this will not afford satisfaction to those who naturally anticipated more immediate relief from Ministers of so much ability, and who are no strangers to the direction or to the employment of power.

In the early part of the present week the attention of the Upper House was called to Lord Minto's defence of his conduct for having placed many members of his family in situations of emolument and confidence, in which his distribution of patronage, generally, was impugned. It does not appear that his Lordship deviated from the usual practice in the latter case, but as regards his affectionate protection of his relatives, he certainly appears in an amiable light. However, there are many very meritorious men to be found amongst his Lordship's kindred—men who deserved well of their country—such as the late Sir Rufane Donkin, who should not, most assuredly, have been excluded from office in consequence of his alliance with the First Lord of the Admiralty. Lord Minto's best line of defence, perhaps would be to retort the arguments of his adversaries.

The late Premier has taunted government with the rejection of his project for supplying the deficiency in the revenues, without being able to administer any success to his own; but Lord Ripon defended the wisdom of the present measure with much success. He viewed the funding of Exchequer Bills as a temporary palliative, not only justified by the best financial authority, and producing one million more than the necessities of the country absolutely require, but contended, that the measure was forced upon the new government by the negligence of the old.

## MARINE LIST.

PORT OF BUENOS AYRES.

Arrived on the 10th inst., in the evening.  
National brig of war San Martin, 18 guns, Captain Joaquin Hidalgo.  
National brig of war General Echagüe, 11 guns, Captain Nicolas Goerge.  
National brigantine of war Republicano, 5 guns, Lieut. Edward Brown (acting).  
National schooner of war Ninth July, 5 guns, Captain William Baturst, all from a cruise off Montevideo, bringing in with them in tow of the General Echagüe, and in a damaged state, the Riverista brig of war Cagancha (late Promptido), 14 guns, Captain Robert William Beazley, captured only the same morning.  
In our last we stated by mistake that the French brig of war Badine had arrived on the 10th inst., whereas it was the French brig of war Tactique, 4 guns, Captain Le Comte Pierre Benjamin Dornes-Poupet, from Montevideo 9th.  
December 11th.—Wind S. E. strong.  
Arrived, Brazilian brigantine Sista de Setiembre, 139 tons, José Francisco Rivero Ferreira, from Farnagus 27th ult., yerba, &c., to Vieira and Thimoco.  
Sardinian sloopette Eritzia, 55 tons, Andrea Giordano, from Genoa 30th July, Montevideo 9th inst., paper, &c., to order.  
Brazilian packet lugger Electro, 121 tons, José Bastas, from Montevideo 10th, to Carlos Galeano, with cargo and passengers.  
British brig Frick, 181 tons, William Whiteway, from Liverpool 16th September, general cargo, to Charles Taylor & Co.  
December 12th.—Wind N. N. W.  
Arrived, American barque Snytra, 299 tons, George Day, from New York 27th September, Montevideo 11th inst., general cargo, to Oliver J. Hayes & Co.  
Bremen brig Sigmund Coar, 235 tons, Dónis, from Bremen 23rd September, Idara Mayo 25th October, salt and general cargo, to Zimmermann, Frazier & Co.  
Danish schooner Anna, 62 tons, P. Matzen, from Santos 20th ult., sugar, &c., to Charles R. Harner.  
National brigantine of war Vigilante, 5 guns, Captain José Maria Pinedo, from a cruise.  
Sailed, National brigantine of war Republicano, 5 guns, Lieut. Edward Brown, Commander (acting).  
Schooner of war Ninth July, 6 guns, Captain William Baturst, on a cruise.

December 13.—Wind N. W.  
No arrivals of sailings.

December 14.—Wind E.  
Arrived, British barque Alpha, 217 tons, Charles Hodgson, from Liverpool 20th August, Montevideo 11th inst., general cargo, to Rennie, MacFarlane & Co.

H. B. M. and India schooner Cockatrice, Lieut. Justus Oxenham, Commander, from Rio Janeiro 2nd inst., arrived at Montevideo 12th, sailed thence 13th, with the mail of the packet Linnet from Falmouth 12th October.

Passengers from Rio Janeiro to Montevideo, Messrs. Jordan and Murray.

Passenger from Montevideo, Mr. Edwards.  
The Marienne was under way but anchored again from strong head wind.

December 15.—Wind N.  
No arrivals.

Sailed, French brig of war Tactique, 4 guns, Captain LeComte Pierre-Benjamin, for Montevideo.

French polacre Marienne, Pierre Giraud, for Rio Janeiro, despatched by Tomas Russo, with 2430 quintals jerked beef, 8 quarter pipes with 60 arrobas tallow, 280 boxes tallow candles, 124 rolls tobacco, and return cargo 3 bales and 5 cases.

Sardinian packet schooner Rosa, Juan Bautista Schiaffino, for Montevideo, despatched by Carlos Galeano, with cargo and passengers.

December 16.—Wind N. shifted to E. in the afternoon, strong.

Arrived, Brazilian schooner Invincible, 61 tons, Maccio, from Montevideo 14th inst., tiles, &c., to order.

Sailed, Luback brigferryman, G. F. W. Hutter, for New York, despatched by Alexander Ross Lafone, with 8366 dry ox and cow hides, 50 pipes with 1900 arrobas grease, 156 bales with 3900 arrobas wool, 37 do. with 925 arrobas hair, 23 do. with 675 doz. sheep skins, 15 do. with 900 doz. deer skins, 2 do. with 1306 lbs. nutria skins.

Passenger, a Belgian gentleman.

Russian barque Hoppet, Schenelman, for New York, despatched by Nicholson, Green & Co., with 15,777 dry hides, 273 bales with 6825 arrobas wool, 11 do. with 375 doz. sheep skins, 4 do. with 200 doz. deer skins.

Brazilian packet schooner Eufraica, Mariano Francisco de Silva, for Montevideo, despatched by Hardoy, Cavrau & Co., with passengers.

December 17.—Wind E.

Arrived, Sardinian polacre Carolina, 200 tons, Raque, Piaggio, from Montevideo 15th inst., in ballast, to Livyval and sons.

French barque Louise Marie, 190 tons, Mandente, from Havre de Grace 18th September, Montevideo 16th inst., general cargo, to Blanc and Costantin.

National schooner of war Ninth July, 5 guns, Captain William Bathurst.

National brigantine of war Republicano, 5 guns, Lieut. Edward Brown (acting), both from off Montevideo.

**Merchant Vessels in the Port of Buenos Ayres last evening (17th inst.)**

British	.....	18
American	.....	14
French	.....	3
Spanish	.....	3
Sardinian	.....	3
Belgian	.....	2
Brazilian	.....	14
Danish	.....	6
Prussian	.....	2
Swedish	.....	3
Austrian	.....	2
Hamburg	.....	1
Dutch	.....	1
Portuguese	.....	1
Bremen	.....	2
Total	.....	74

A detachment of infantry (140 men) of the regiment Rebolador, embarked on Sunday morning last for the Uruguay, in excellent order.—They are fine soldier-like men, and were accompanied by the place of embarkation by their Colonel (Ramiro) and their band—the latter played the National and other airs, amid rivas, &c. The spectators on the beach were numerous.

(Continued from first page.)

Happily, this is probably the last narrative which we shall receive of such exploits. Sir Henry Pottinger has now been nearly two months at the scene of action, and it may be said that the war is now proceeding very differently.

From 'The Times' of 8th October.

In China and in India the conduct of the British Plenipotentiary, Elliot, has given great dissatisfaction, and great blame is attached to him by the press. He is accused of almost stopping short at the critical moment. Whether he or his instructions are to blame for this system of hesitation, it is not possible for persons so far removed from the scene of action to determine; but it is to be hoped that proper measures will be adopted in Parliament to clear up the matter. His plans do not appear to have gained the goodwill or confidence of any party.

The fact is known in Europe that Captain Elliot had, at the end of the month of March, concluded a convention with the Chinese; trade was carried on during six weeks, and an appearance prevailed of a good understanding on both sides. But, although a vast quantity of tea was exported, the Chinese were not idle in making great preparations for war. Troops were assembled at Canton and in its neighborhood; new cannon were cast, and the forts were put into a state of defence, and several fleets of small-frigates were got ready to destroy the British merchant-ships. Captain Elliot went in a steamer on the 10th of May to Canton, where he saw the preparations made by the Chinese. He had an interview with the Mandarin Governor, and on his return to the British fleet he contemplated the expedition which was to proceed in five or six days to Amoy. On the 17th Captain Elliot went again towards Canton, and orders were issued to the expedition under the command of Sir H. Le Fleming Senhouse and General Sir Hugh Gough to move up the river, and to anchor near the city, where the most hostile preparations were made by both parties. Crowds of the citizens fled, and the merchants began to remove their goods.

On the 29th the Mandarin Governor Yu issued a proclamation declaring that there was no ground for alarm, and on the 21st a British proclamation was issued, desiring all the foreigners to retire from the factories "before sunset."—The former proclamation was looked upon as a trick to deceive the merchants into a false security, with the object of seizing them during the night.

At 11 o'clock that night the Chinese began the attack by firing at all the British vessels within reach of the forts. The freshets were let loose, and the British men-of-war were on the alert, and the steamer Nemesis met one of the Chinese vessels. The fight began during the night between several of the British ships and the fort of Shaming, which was silenced in the morning. Eight new brass guns were found in it. During the engagement a fleet of war junks came out of a creek. The Nemesis moved towards them, but, afraid of her 32-pounders, they retreated into the creek. Thither the Nemesis pursued them, and during three hours the sailors were busy in setting fire to at least 40 junks. Having completed the work, the steamer emerged from the creek decorated with the flags and pendants of the junks; the sailors too presented a comical sight, they were dressed in Chinese robes—some with Mandarin caps, and others, particularly one boat's crew, had each a Chinaman's tail hanging at the back of their necks.

On Sunday, the 23rd of May, the squadron and troops arrived, and the chiefs, Elliot, Senhouse, and Gough, held a conference. They then sent Captain Belcher, of Her Majesty's ship Sulphur, to reconnoitre the river, and to find a place for landing on the north side. This reconnaissance was attacked, but beat off the assailants, and burned 23 of their boats. An excellent place for landing the troops and guns was then discovered.

On the 24th, at 2 o'clock in the afternoon, the troops being in the boats, the steamers proceeded to tow them to their destination. The Atalanta took the right column, under the command of Major Pratt, of Her Majesty's 29th Regiment, to serve and hold the factories on the bank of the river to the south of the city, while the Nemesis towed the left column towards Ting-hae, five miles up the river. The guns were landed during the night. Before the right column landed the Dutch and British factories had been most thoroughly plundered by the mob of the city.

In the official account sent by General Sir Hugh Gough will be found an animated detail of the proceedings of our gallant soldiers. The Mandarin Governor of Canton was soon forced to cry for quarter, and after various parleys Captain Elliot agreed to spare the city from an assault and withdraw the British troops and ships of war from the river, upon the condition—first, of the three imperial commissioners and all the troops under their command (the provincial troops alone excepted) quitting Canton and its vicinity, and marching 60 miles from the mouth of the forts not being restored; 2d, 6,000,000 dollars to be paid for the use of the British Crown within one week, the first million before sunset of that day (the 27th); and 3d, the troops all to remain in their positions, and the two former conditions were completed; and the ransom to be increased to 7,000,000 if seven days elapsed, to 8,900,000 if 14 days, and to 9,900,000 if 20 days were allowed to elapse. The losses sustained in the factories, and by the destruction of the Spanish brig Bilbao, to be paid within a week. The assent of the three Imperial Commissioners was also required to the convention. This was soon granted.

After three days' delay, the whole of the conditions having been complied with, the British troops, who had previously had several skirmishes with the Tartar troops, were withdrawn, the Chinese furnishing every means to get rid of them and their guns. The heat was excessive—one officer, Major Belcher, fell dead from a stroke of the sun. There were several thunder-storms, and sickness was apprehended from the rice-fields around the forts where the troops had their stations. 97 men, including 15 officers, were wounded, and 13 killed, including Lieutenant Fox of the Nemesis. Sir Humphrey Le Fleming Senhouse died on board the Ben-heim on the morning of the 14th June, in consequence of fever caused by excessive fatigue and vexation, as it is currently reported, at the disastrous Elliot convention.

**PRICES CURRENT.**

Doublons, Spanish	.....	dollars each
Do. Patriot	.....	do. do.
Plata macanua	.....	do. do.
Rials, Spanish	.....	do. each
Do. Portugal	.....	do. do.
Six per cent Stock	.....	60 1/2 do. per ct.
Exchange on England	.....	3 s per 100 do.
Do. France	.....	31 centimes pr dol.
Do. London	.....	no transactions.
Do. Montevideo	.....	15 s
Do. United States	.....	per U.S. dollar
Hides, Ox, for Exp. & Ger.	.....	63 dis. p. head
Do. for France	.....	55 37 do.
Do. for N. America	.....	55 60 do.
Do. for Spain	.....	60 62 do.
Do. salted	.....	35 50 do.
Do. Horse	.....	23 20 do. each.
Calf skins	.....	55 60 do.
Sheep skins, common	.....	32 31 per dozen
Do. fine	.....	39 27 do.
Deer skins	.....	20 22 do.
Goat skins	.....	35 40 do.
Nutria skins	.....	5 55 do. per lb.
Chinchilla Skins	.....	90 100 do. per dozen
Horse hair, short	.....	40 44 do.
Do. mixed	.....	45 46 do.
Do. with grease	.....	55 90 do.
Wool, common, washed	.....	32 33 do.
Do. picked	.....	40 42 do.
Do. shorn from skins	.....	50 50 do.
Do. mottled	.....	15 18 do.
Tallow, pure	.....	28 20 do.
Do. raw	.....	18 21 do.
Do. with grease	.....	35 37 do.
Jerked Beef	.....	35 25 do.
Horns, mixed	.....	400 500 per mil.
Do. Ox	.....	750 800 do.
Shin bones	.....	35 40 per quintal
Hide cuttings	.....	42 35 per 100
Other leather, white	.....	20 21 per lb.
Salted tongues	.....	15 19 do.
Salt, on board	.....	26 s per fan
Discount	.....	1 1/2 pr. cent. month

The highest price of Doublons during the week dollars. The lowest price dollars. no transactions. The highest rate of Exchange upon England during the week pence. The lowest ditto 3 pence.

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