

# British Packet

AND

## ARGENTINE NEWS.

N. 827.]

BUENOS AYRES, SATURDAY, JUNE 25, 1842.

[YEAR XVI.]

### BUENOS AYRES.

THE Montevideo papers to the 21st inst. have come to hand. In one of the 18th, we are informed that "accounts from all parts of the Interior assure us of the determination of the inhabitants to resist to the last extremity the aggressions of Buenos Ayres."

A great change, it would appear, has come over the land within a very short period. But a few days previous the veracious *Nacional* dolefully related the following:—

"They write to us from Mercedes, that on the 25th ult., the decrees of the Government announcing the danger of the country had been publicly read there, and that, when all expected that at the conclusion there would have been energetic views for the Republic, for the President, General Rivera, and for Liberty; and measures for the cut-throat Kossuth head-chopper Oribe, an ill-articulated "Viva la Patria" was scarcely heard. The auditory was well disposed, but there was a want of impulse, and all remained in the dark."

The *Nacional* again honours us with its vituperation. He now denies having ever revisited our country. This, however, is quite in character and excites no surprise in us. For the present we shall leave the unprincipled scribe to write under the lash of the pen of the justly indignant Correspondent of his contemporary the *Constitucional*.

The desertions from the Oriental State continue to increase rather than diminish. During the last week six men from the garrison of Colonia came over via Martin Garcia, and are now lucratively employed in our neighbourhood.

#### DEPARTERS FROM BUENOS AYRES.

We have to notice since our last the departure of George Brownell and John Macfarlane, Esqrs., for England, after a long residence in this country. We scarcely need add, that they leave it with the respect and esteem of all who had the happiness of their acquaintance. We shall have to regret the absence of two valued friends, whom for many years we were in the daily habit of seeing—they go, however, to their own country, and well it is known that "instinct of Country grows and strengthens with our years, the joys of early life are linked with it, and he who knows not the thrill of ecstasy some well remembered, long lost sight-of place can bring to his heart when returning after years of absence, is ignorant of one of the purest sources of happiness of our nature."

Mr. Brownell and Mr. Macfarlane, were accompanied by their respective families—a crowd of friends attended them to the place of embarkation.

#### ANNIVERSARY OF THE CORONATION OF H. M. QUEEN VICTORIA.

This event occurred on the 9th inst., upon which occasion H. M.'s brig Partridge, had flags at each mast head, and at 1 P. M. fired a salute of 21 guns. Shortly afterwards the flag at the Port was displayed, and a salute of 21 guns was fired thence in honor of the anniversary.

The *Gaceta* continues its list of donations in money, &c., in aid of the war against the unitarians.

The following sums have been recently subscribed.

Parish of San Miguel.....	Dollars	Companys
Company of Bakers.....	87,300	
Don Nicolas Gaona.....	11,550	
Empioyos of the Mint.....	10,000	
Don José Melchor Romero.....	6,600	
Don José Antonio Velazco.....	6,000	
Don Pablo Muñoz.....	4,000	
Officers of the Resguardo.....	3,920	
Officers and troops of the 1st squadron of Mitia Cavalry.....	1,945	
22 individuals of the Parish of San Nicolas.....	1,840	
Señores Francisco Suarez and Angel Lubrano.....	1,250	
Empleyos at the Post Office.....	712	4
Don Miguel Rodriguez Machado.....	200	
Don Estevan Androgue.....	200	
	919	4

In addition to the above, various Commissioners for the collection of the *Contribucion Directa*, have made over the Commission of 1 per cent to which they were entitled.

These donations were accompanied with correspondent notes, in tenor, that the donors wish to co-operate all in their power for the utter extermination of the "inorious band of unitarians, whose restlessness and intrigues have caused so much desolation."

"*Razon de la Vida Publica de S. E. el Señor Brigadier General Juan Manuel de Rosas, Bustré Restaurador de las Letras, Heroe del Desierto, Defensor Heroico de la Independencia Americana, Gobernador y Capitan General de la Provincia de Buenos Ayres. Transmitedo a la posteridad por decreto de la H. Sala de RR. de la Provincia.*"

This work, printed by order of the House of Representatives of the Province of Buenos Ayres, has lately issued from the State Printing office. It consists of 266 pages, (including the historical introduction, documents and index,) admirably got up, with an excellent profile likeness of H. E. the Governor Brigadier General Juan Manuel de Rosas.

The Beach was "all in a bustle" on Wednesday morning last, in consequence of the embarkation of 120 seamen and marines of the National Squadron, (some of whom had not been on shore for 12 months,) on liberty for 6 days. They were welcomed by a crowd of dark ladies, and appeared in excellent health and spirits.—One of them (a boatswain we presume) gave a blast on a whistle, upon which his shipmates set up a loud shout for "go-go," (grog) which caused a shower of laughter. They were afterwards formed in two lines in the courtyard of the Marine-office, and dismissed upon their liberty tickets being examined by the inspecting officers.

The National schooner of war Ninth July, brought these "liberty men" from Admiral Brown's squadron to the inner roads, and returned immediately after landing them.

The Brazilian brigantine of war Camaron, arrived here on Wednesday last, having on board Señor Duarte de Ponte Ribeiro, Minister from the Court of Brazil to this Republic. H. E. left the vessel in the course of the morning, under a salute from her of 15 guns. A carriage was in waiting on the beach, in which with the Captains of the *Argos* and *Camaron*, he proceeded to his residence.

#### Merchant Vessels in the Port of Buenos Ayres last evening (24th inst.)

British.....	5
American.....	5
French.....	7
Spanish.....	5
Sardinian.....	4
Danish.....	6
Brazilian.....	1
Swedish.....	3
Hamburg.....	3
Norwegian.....	1
Bremen.....	3
Portuguese.....	1
Chilian.....	1
Tuscan.....	1
Total.....	54

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 *Heranger*, which was withdrawn from our list of vessels in Port on Thursday last, conceiving she would have sailed.

The weather has been foggy and changeable this week, and warm for the season.

Thermometer in the Mirror of the Commercial Room since our last—

Saturday.....	62
Sunday.....	54
Monday.....	54
Tuesday.....	50
Wednesday.....	50
Thursday.....	54
Friday.....	56

H. B. M.'s brig Partridge, saluted the town on the 19th inst., with 21 guns, which was returned from the Port by a like number.

"St. John's Day" (yesterday) was kept as a close holiday in Buenos Ayres. The Juans and Juanas received the compliments of their friends, the itinerant musicians were as usual on the alert, and balls and *tertulias* out of number took place.

The Oriental brig *Leopoldina Rosa*, from Bayonne, bound to Montevideo, with 270 Basque emigrants, founded on the 9th inst., in a gale of wind from the S. E., at the Castillos, on the East coast of the Banda Oriental. We regret to learn that 300 of the emigrants were drowned, as also the Captain of the vessel and part of the crew.

The National brigantine of war Republicano, fired 5 guns yesterday, upon the occasion of hoisting her flag for the first time. She mounts 6 guns 12-pounders.

#### DOG KILLING.

It appears by notices from the Police, that individuals employed in that department, have in 25 days ended 11th inst., destroyed 2085 dogs in this city and its environs.

#### Official Document.

The *Gaceta* of 20th inst., contains a note to the Government from Señor Estevan Androgue, relative to the manufacture of 600 saddle girths of tanned hide, for the service of the State.

Advertisements.

JOHN JOHNSTON, OF PHOENIXVILLE,

No. 56 Calle de la Piedad... I respectfully inform the Public generally, that I have prepared every variety of Catechism work and Paper hanging...

N. R. Old sofas, easy chairs, &c., restful and covered with damask.

NOTICE

PAIR (Underground) now on hand and offers for sale of most desirable pairs, an excellent mode of conveying a horse of the best quality...

Children's half boots and shoes, girls, corked half boots and shoes for ladies or gentlemen, children's strong half boots made to order in a superior manner.

HUGH WHITE, Nos. 71 and 73 Calle de la Piedad.

T. S. BURROUGHS, WATCH AND CLOCK MAKER,

No. 3 Calle de la Paz. I have for sale a fine watch, with a white and black dial, and every requisite for a watchmaker's use...

ON SALE. A handsome black Gaiter, perfect in style and excellent price, also a Good Hatter's. Apply to John London, Esq., or to Mr. Brownell's Goods, at General Pineda's quarters, under the Soldiers Church.

Mr. George Clark. I respectfully inform the Public generally, that I have prepared every variety of Catechism work and Paper hanging...

Mr. C. will be pleased to translate into Spanish any documents for the Public Offices. He also gives lessons in the Spanish language.

Morning Dressing Gowns.

Of different colors and styles, for gentlemen, a few to be had at Mr. Mayne's, at No. 59 Calle de Comercio. Purchasers will find them an excellent article, being well fitted and filled with washing throughout.

WANTS A SITUATION.

A young man, of 20 years of age, well educated, and a native of Liverpool, in which City he spent several years in a Merchant's House, and is therefore well versed in the general course of mercantile business. He would make every effort to be of service to a gentleman who would employ him.

Addressed A. B. No. 59 Calle del 25 de Mayo, will be gladly attended to.

Interesting to Spirit Dealers and Families.

ATELY Arrived and for sale at Charles Zeigler's Store, No. 66 Calle de la Piedad, at 10 dollars per gallon; French Brandy, superior quality, at 12 dollars per gal.; Sherry Wine, 12 dollars per gal.; Catawissa do, 8 dollars per gal. Best Champagne, Madeira and Port Wine.

Also a brilliant assortment of iron and glazed kitchen utensils, as well for the common fire places as for economical stoves, viz: iron pots, stew pans, boiling pans for meat, &c.; pudding stoves, kettles for boiling hams, fish, &c.; buckets, boxes, and many other articles which will be without a doubt, as well required.

TO LET. A house known by the name of "Quinta de Nahuá," within half a square of the Socorro Church. Apply at No. 27 Calle de la Universidad.

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WANTED Two good workmen on coats. Apply to Mr. Thomas Fischer, No. 56 Calle de la Piedad, 81 Calle de la Paz.

The following are the prophecies upon which the absurd apprehension of the earthquake mentioned in our last issue is founded. The first professed to have been pronounced in 1203: it is the other by Dr. Dec, the astrologer, in 1508:—

- In eighteen hundred and forty-two Four things the sun shall view; London's earth shall swallow down; Hungry carth shall famous town; Storm and rain in France shall be; Till every river runs a sea; Spain shall be rent in twain; And famine waste the land again. So say I, the Monk of Duce, In the twelve hundred year and three."

Harleian Collection (British Museum).

"The Lord have mercy on you all, Prepare yourselves for dreadful fall Of house and land and human soul:— The measure of your sins are full:— "In the year one eight end forty-two Of the year that is so now; In the third month of that sixteen, It may be a day or two between; "Perhaps you'll soon be at the gold; Then Christian, be not stout and bold; The mighty kingly proud will see; This comes to pass, as my memo's Dec." 1595. MS. in the British Museum.

An article on "Celtic Philology"—says that Victoria in the language of the Ancient Britons, is equivalent to "Boadicea," the noble British queen that led her brave but ailed troops so gallantly against the Roman legions. We observe, then, that our gracious Queen Victoria is not the first sovereign of that name that has swayed the destinies of Great Britain. She is, in fact, not Victoria the First, but Boadicea the Second.

We have been favoured with 'The Englishman,' Calcutta newspaper of 14th February last. Its columns are almost wholly occupied with the particulars of our disasters in Afghanistan, and comments thereon, the tenor of which may be collected from the following extracts—

Never before has India seen such direful news to England, as it is now our grief to transmit! We have had, ere now, disasters—from the days of the Black Hole to those of divisions laid down their arms (that of the Sikh war)—but not only have those been less calamitous, as reverses merely, than the one we have now to record, but they were not characterized by either disgrace to our arms nor by the foul dishonour of having our families made captive to assassin Mussulmans, and the stigma of a powerful force of six thousand fighting men having had to submit to an ignominious surrender, more degrading than any we read of in Roman History—

where the vanquished had to pass under the yoke. Our present publication will give every detail of this awful disaster which up to the last hour has been received in Calcutta, and the various leaders' from the Englishman which we give in the following pages, will show our countrymen what the universal feeling is in British India at this crisis, and how the unanimous public voice is for retrieval of the national honor and the righteous punishment of the unparalleled perfidy by which our Ambassador has been assassinated, our soldiers massacred, and our women borne away into Afghan captivity. Our home contemporaries—those of them who are imbued with the real English spirit—will at once perceive that this phase of the Central Asian question is not a controversial point for party spirit to discuss, nor even for Cabinet statesmanship to examine by the ordinary rules of political wisdom. Whether the resolve to re-enthrone Shah Shoojah was a wise resolve (as we have ever held it to have been) or an unwise determination, no candid man, other parties have deemed it; there will surely be but one feeling in every British bosom now, concerning the infamous breach of the law of nations which the rebel Chiefs have perpetrated, and but one opinion that the outraged honor of our country, and the stability of our eastern empire, most forcibly demand the vindictive and retributive course which the Indian government has determined to adopt, and which (our home readers may rely upon it) it will find no difficulty in carrying into effect so as to convince the surrounding nations that our power in the East is too substantial to be essentially detrimented by a reverse like this—the result of treachery which cannot again mature itself while we sleep, and of local position which will not again be allowed to disadvantage us. Our Envoys has personally expiated his course of gross mismanagement, with his life; but the General yet lives (as far as we at present know) and may possibly escape, in the end, not only death, but captivity; but it is not in our country, the ignominy of his capitulation cannot fail to subject him to universal scorn, and render him an object compared to whom White-lock will rise into a hero.

The indomitable courage of our troops and the real and energy and daring of the officers

by whom they were commanded in every encounter, have been abundantly demonstrated, and must have earned for them the respect of enemies who have found them unconquerable in action, under the greatest disadvantages; and deplorable as has been the fate of most of them—and as they were first met by the enemy of almost all—yet the catastrophe has not been such as to tarnish the honor of our arms, nor to prove anything but the incompetence of those who had the direction of our tactics. It has never been considered that the honor of our troops was to be maintained for a year, and no officer of the Queen's or Company's Army need look back to the events of the last two months at Cabool, with any feelings of professional humiliation; for never have soldiers behaved more bravely than our's have done both in contact with the enemy, and in the endurance of privation—and so far the chronicle of last brief time will form a bright page in our Indian military history.

It must now be acknowledged, in a deep feeling of shame, and with bitter emphasis, that General Elphinstone has caused a British Army to pass under the yoke. If the suljugating ceremony had been literally performed—if the two spears had been planted, and the third placed in the hands of the accusers, and the captives and his soldiers had passed beneath that humiliating erection, with arms or accoutrements—the national disgrace would not, save in name, have been greater than it has been rendered by a treaty of which there involve the unqualified evacuation of the land we had till that moment held as Conquerors, and for the fulfillment of which he has heaped on his hitherto proud and trusted country—for even England's enemies always trusted a British officer's word—

the dishonour of the nation, and the spirit of the ancient Roman Regulus—would have said,—No, I will give you no hostages. I can make with you but terms for a military surrender, and for the due discharge of them my personal pledge must be sufficient; but will not consent to any stipulation which will make our nation a treaty, because I myself have fallen under the chances of war, and therefore, if you will not consent to the only conditions which I can honorably comply with, I am prepared for the alternative. But to let a giving name to a treaty which, in its political terms, places the British government at the feet of a horde of treacherous Afghans, whose hands are reeking with the blood of its Ambassador, shed in deliberate murder, and to leave six British officers in their savage power as hostages—to die a felon death, never redeemed from it by national degradation—by God it is an ignominy such as no nation of modern Christendom has ever had to bear, and which even the greatest of those nations cannot submit to without irretrievably forfeiting her chief place in the grand scale of political dignity, and sinking to the lowest! If the Supreme government brook the humiliation—if they ratify the abject treaty—if they do not, they will be obliged to give up to a treaty nothing less than betray the frame and interests of their Country which are here in their guardianship; and no account could then be too strict to which they might be called—no penalty too severe to which they could be subjected—no loss and no disaster, a betrayal of a trust so sacred.

Our heart bleeds as we think of the manner in which our noble troops have been sacrificed. Would any one, before this happened, have dreamed of a more extensive loss of our five thousand British soldiers—Queen's and Company's Army—well found in artillery, and ammunition, and with at least six weeks' subsistence, could have been cooped up, till they had no alternative between starvation, or base surrender, by a horde of ill-disciplined Mahomedans, whom there can scarcely be a question that skill and vigor, early displayed, would have disorganized and dispersed? We have nothing paralleled to it in British military history, and the analogy is there some analogy to it—and the analogy is very slight, and ceases, latterly, altogether—is the surrender of Burgoyne, in America, to Gates. The former, owing however, to the neglect and unskillfulness of the British commander, got completely up in Saratoga, where his provisions became ex-

hausted, his ammunition waxed low, his men grew dispirited, and his lines incapable of defence. He then made terms for a military surrender—not pledging England to abandon America, but that his force should be dealt with, under the circumstances, favorably,—to wit, that they should be sent to England, under stipulation not to serve again during the war.

From the 'Boston Morning Post,' November 30, 1841.

**BARQUE SHARON.**

This beautiful new vessel, since her arrival at this port, has attracted the attention of several nautical gentlemen, who all speak of her in the highest terms of praise, not only on account of the beauty of her model, (which is faultless,) but also for the manner in which she is built, and the taste and skill with which she is finished. But beauty of model and neatness of workmanship are among the least of her qualities; her great strength and capacity for any trade, suited to her size, and the durable materials of which she is constructed, render her, in the judgment of competent men, pre-eminently superior to any vessel of her tonnage which has been in this port for several years. Her length one deck is 167 feet, breadth of beam 24 feet 3 inches; height between decks 6 feet 6 inches. Her measurement is 286 tons. She has two sets of beams, and iron knees under both decks, fore and aft, improvements, it is believed, which no other vessel of her tonnage can boast. Her frame is of the largest size, and all of the best pasture oak and rock maple; and her plank and coiling are all of white oak. Instead of thick strakes on the floor timbers, she has all thick work from the keelson to the bilge. During her construction she was thoroughly salted, down to the feet of the timbers, fore and aft. She has a regular bulk poop deck as far forward as the fore part of the mizen rigging, the forward of which, as far as the mainmast, connected with the poop, leaving ample gangways on each side, is a suitable house for the accommodation of the crew. The cabin is large, and beautifully finished with birds eye maple, satin wood, and mahogany, and is fitted up with state rooms, &c., for the accommodation of passengers. The captain's state room is forward on the starboard side of the cabin; and on the larboard side are the officers' berths and the pantry. The entrance to the cabin is protected by the deck which connects the poop with the mainmast house. Opposite the entrance to the cabin, adjoining the after part of the sailors' house, are store-rooms and convenient berths for the cook and steward.

Having the sailors' quarters aft is a decided improvement over the usual plan of lodging them forward in the fore-castle. No fore-castle in any vessel however well constructed, can be kept dry in stormy weather. The working of the bowsprit, at sea, and the heavy strain of the pull bits, which pass through the fore-castle, when purchasing the anchor, all tend to open the seams, and to render the sailors' quarters in wet weather very uncomfortable. By having the crew aft, under the immediate eye of the captain and officers, fighting and luffing will be essentially checked, if not entirely suppressed. The embayment of the cargo, too, by this judicious arrangement, will be less likely to occur. In fore-castles to small bulkheaded vessels the crew from the cargo, which, in nine cases out of ten, can be easily removed, and should a vessel with a cargo of wine or spirits have a drunken crew, nothing would be more certain than their removing a plank here or two and breaching the cargo. In fore-castles to small bulkheaded vessels the crew from the cargo, which, in nine cases out of ten, can be easily removed, and should a vessel with a cargo of wine or spirits have a drunken crew, nothing would be more certain than their removing a plank here or two and breaching the cargo. In fore-castles to small bulkheaded vessels the crew from the cargo, which, in nine cases out of ten, can be easily removed, and should a vessel with a cargo of wine or spirits have a drunken crew, nothing would be more certain than their removing a plank here or two and breaching the cargo. In fore-castles to small bulkheaded vessels the crew from the cargo, which, in nine cases out of ten, can be easily removed, and should a vessel with a cargo of wine or spirits have a drunken crew, nothing would be more certain than their removing a plank here or two and breaching the cargo.

Her decks are beautiful and roomy, and are well protected by high and strong bulwarks, finished in the first style of workmanship. The windlass, which is of the best Liverpool patent, is well forward, strongly secured, and easy to work. Before the mast she has a small top-gallant fore-castle, fitted for chain lockers. Her anchors, and, in fact, all her ground tackle, are of the first quality.

Her poop on deck is in perfect keeping with her general appearance—neat, strong, and capacious; and the purchase by which she is stored, loaded, instead of pitched, at a great expense.

She has two fine carver-built boats, sufficient to carry the crew, in case of accident; and it is also contemplated to furnish her with a strong long-boat, still in point of boats, making her equal to a ship of 400 tons.

Her ornamental work is plain, but beautiful; the figure head is the nesting of a woman; and the stern is also adorned with fine specimens of car-carpentering of her name.

Her masts, yards, rigging, and small spars are as complete as art and care can make them, excepting the rigging, which always requires the art and wishing top from the sailor in warm weather. All her masts, rigging, &c., especially the main and mizen masts, which gives her quite a shallop appearance. She will doubtless "sail like a witch."

Her appearance, even in ballast trim, is what sailors would call handsome; but when down in the water it must be beautiful. In short, for accommodations for her crew—capacity for cargo—strength, finish, beauty, and, in fact, she was built by Mr. George Frazier, of Duxbury, for Messrs. Cabot and Frazier, of Boston, and is now lying in Lewis's wharf. It will amply repay "a witch of the waters."

This fine barque is now in the Port of Brazos Ayres. The character given of her sailing qualities has been fully borne out by her performance in the present voyage, having made the run from Boston to the Cape of

Virginia in fifty six hours, averaging eleven knots and a half for the whole time, a passage never before equalled, the shortest run on record being seventy two hours.

**PIERCED VESSELS**  
IN THE PORT OF BOSTON AT THE 27th OF MAY LAST.  
For Arrivals and Sailings of Friday—See Marine List.

Date of Arrival	Vessels and Captain's Name	Tons	Company	Destinations, &c.
<b>British.</b>				
Dec. 22	Reg. Dreyer, Robert Richberry	251	Dobson and Co.	Liverpool
Jan. 3	Reg. Thomas Harris, J. Hillier	272	John Biss and Co.	Liverpool
Feb. 10	Reg. Elizabeth Buckham, J. Howie	242	Parsons, & Co.	Liverpool
Apr. 11	Reg. William Murray, John Babcock	252	Zimmerman and Co.	London
16	Reg. John Thomas, Thomas Roberts	286	Henry C. Johnson and Co.	London
May 11	Reg. Isaac, Richard Brad Pabbie	150	Parsons, MacLaurin and Co.	Liverpool
17	Reg. Allen Jones, Jonathan Gordon	212	Brownell, Stearns and Co.	Liverpool
20	Reg. OConnell, Joseph H. Wardell	292	Parsons, MacLaurin and Co.	Liverpool
24	Reg. George, John Watson Stewart	244	Henry and George Dimes	Liverpool
25	Reg. George, Robert Hutchings	233	Andrews, Waller and Co.	Liverpool
18	Reg. Stephen, Stephen Wright	249	Parsons, MacLaurin and Co.	Liverpool
15	Reg. Edmund, Robert Liveman	267	Andrews, Waller and Co.	Liverpool
19	Reg. Nelson, Henry Wright	212	Parsons, MacLaurin and Co.	Liverpool
<b>American.</b>				
May 2	Ship Edward, Thomas H. ...	529	Zimmerman, Frazier & Co.	Philadelphia, Salem
1	Ship Susan, Edward Harrington	262	Daniel Goodland and Co.	London
1	Brig White, Thomas H. ...	217	Daniel Goodland and Co.	London
1	Ship Susan, Thomas H. ...	255	Daniel Goodland and Co.	Boston
1	Brig C. H. ...	288	Zimmerman, Frazier & Co.	London
<b>French.</b>				
May 15	Barque Agence, Pierre ...	190	Humbert Dubouché	Harbor of Genoa, Genoa
17	Brig Rose and Louis, Francois ...	141	Humbert Dubouché	Harbor of Genoa, Genoa
17	Brig Marie, Joseph ...	188	Humbert Dubouché	Harbor of Genoa, Genoa
17	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
17	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
17	Barque Constant, N. ...	169	Humbert Dubouché	Harbor of Genoa, Genoa
<b>Sardinian.</b>				
April 19	Brig Inca, Felice ...	252	Daniel Goodland and Co.	Genoa
20	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
20	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
20	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
20	Brig Captain, Louis ...	184	Humbert Dubouché	Harbor of Genoa, Genoa
<b>Spanish.</b>				
April 19	Brig Carlos, Gaspar ...	157	Parsons, MacLaurin and Co.	Cadix, Valencia
19	Brig Carlos, Gaspar ...	157	Parsons, MacLaurin and Co.	Cadix, Valencia
19	Brig Carlos, Gaspar ...	157	Parsons, MacLaurin and Co.	Cadix, Valencia
19	Brig Carlos, Gaspar ...	157	Parsons, MacLaurin and Co.	Cadix, Valencia
19	Brig Carlos, Gaspar ...	157	Parsons, MacLaurin and Co.	Cadix, Valencia
<b>Danish.</b>				
May 12	Brig Denmark, Thomsen ...	240	H. Hornum	Havna
<b>Brazilian.</b>				
April 22	Brig Pernambuco, Jose ...	210	John Biss and Co.	Brazil
22	Brig Pernambuco, Jose ...	210	John Biss and Co.	Brazil
22	Brig Pernambuco, Jose ...	210	John Biss and Co.	Brazil
22	Brig Pernambuco, Jose ...	210	John Biss and Co.	Brazil
22	Brig Pernambuco, Jose ...	210	John Biss and Co.	Brazil
<b>Portuguese.</b>				
May 14	Brig Bon Jour de Matos, ...	170	Humbert Dubouché	Brazil
<b>Norwegian.</b>				
April 22	Brig Dania, Andrew ...	168	Thompson, Mellis and Co.	Copenhagen
<b>Hamburg.</b>				
Mar. 21	Barque Dorothea, with ...	21	Isaac Parverson	Hamburg
21	Barque Dorothea, with ...	21	Isaac Parverson	Hamburg
21	Barque Dorothea, with ...	21	Isaac Parverson	Hamburg
<b>Bremen.</b>				
May 12	Brig Maria Alton, A. ...	25	Bunge, Ditt and Co.	Bremen
12	Brig Maria Alton, A. ...	25	Bunge, Ditt and Co.	Bremen
12	Brig Maria Alton, A. ...	25	Bunge, Ditt and Co.	Bremen
<b>Swedish.</b>				
April 17	Brig Marie, G. ...	37	Zimmerman and Co.	Marseille
17	Brig Marie, G. ...	37	Zimmerman and Co.	Marseille
17	Brig Marie, G. ...	37	Zimmerman and Co.	Marseille
17	Brig Marie, G. ...	37	Zimmerman and Co.	Marseille
17	Brig Marie, G. ...	37	Zimmerman and Co.	Marseille

**PORTUGUESE VESSELS—2d NAUT.**

BRITISH. Brig Parthenon, 10 tons, Capt. John Thomas, New, Commodore.

UNITED STATES. Schooner Enterprise, 10 tons, Lieut. James P. Wilson, Commodore.

BRITISH. Brig Dorothea, 4 tons, Captain Le Comte, French; Benjamin Dorothea, 4 tons, Captain Le Comte, French; Benjamin Dorothea, 4 tons, Captain Le Comte, French.

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**PUNCTUALITY.**—A punctual man is very rarely a poor man, and never a man of doubtful credit. His small accounts are frequently settled, and he never meets with any difficulty in raising money to pay large demands. Small debts run credit, and when a man has lost that, he will find himself at the bottom of a hill, up which he cannot ascend. Small debts, and consequently, are like small spots—they are rattling on every side, and can scarcely be escaped without a wound; great debts are like a cannon, of loud noise and little danger. Ninety-nine out of a hundred will acknowledge the truth of the Doctor's observation.

*Mirror.*

"The Duke" and "Napoleon."—It is a singular fact, and worthy of record, as illustrating national character, that, although portraits of Napoleon have been extensively purchased in Great Britain, there is no instance of a portrait of Wellington having been sold in France. This statement appears almost incredible, but circumstances directed our inquiries to the subject, and we ascertained that the leading publisher of London had never received a single order from France for a print of the Duke, nor, to their knowledge, had they ever disposed of one to a Frenchman.

*Art-Utton.*

# MARINE LIST

## PORT OF BUENOS AYRES.

The American schooner *Thetis* has been sailed.

June 15.—*Wind W.azy.*  
*Arrived*, Tuscan barque *Cleopatra*, 237 tons, Peter Shepherd, from Cadiz 23rd April, Montevideo 16th inst., general cargo, to Manuel Sencio de la Haza.

*Sailed*, Brazilian packet schooner *Eufracia*, Mariano Francisco de Silva, for Montevideo, despatched by Hardy, Cavairo & Co., with passengers.

*Sardinian* packet schooner *Ros*, Juan Bautista Schiaffino, despatched by Carlos Galeano, with passengers.

*Sardinian* brigantine *Benedetta Maria*, Bartolomé Cevallos, for Montevideo, despatched by Juan Balbino Soriano, in ballast.

H. B. M's packet schooner *Cockatrice*, Lieut. Justus Oxeheim, Commander, for Montevideo and Rio Janeiro.

Passengers for Rio Janeiro, George Brownell, Esq., lady, three children and servant.  
 Passengers for Montevideo, Messrs. Thomas Hughes and Gustave Lambert.

June 19.—*Wind S. E. strong in the evening.*  
 No arrivals or sailings.

June 20.—*Wind S. E.*  
*Arrived*, French brig *Vigilante*, 203 tons, Emilio Vidal, from Marcellus 12th March, Tarragona 26th do, Malaga 17th April, Montevideo 19th inst., general cargo, to Zanoran and T. Serra.  
 Brazilian brigantine of war *Argos*, 12 guns, Captain Henri Hoffmühl, from Montevideo 19th inst.

*Swedish* brigantine *Christina Elisabeth*, 233 tons, Y. E. Wendon, from Newcastle 9th April, general cargo, to Thompion, Mellis & Co.

Passengers, Felix Dimond, Henry Dimand, James M'Carthy, Barney M'Goey, Walter Bell, Daniel Mallon, Barney M'Connell, William Chambers, Charles Dims, John Hanley, wife and 2 children, Thomas Connelly, wife and children, Thomas Bailes, G. A. Larpent, W. M. Ritchie, William Mitchell, John Greenwood, James Douglas, John Glass, James Stanley, Daniel Stinson, Thomas Barron, John Matthews, Michael Cammen, Peter Damon, Peter Henry, Hugh Campbell, Thomas Murphy, James Dooveth, James Mack, Thomas Simpson, Michael Crowley, John Muldoon, Michael Cain, &c. In all 58.

*Sailed*, Danish brig *Onewald*, L. C. T. Nielsen, for Patagonia, despatched by Nelson Hartwig, with some dry goods.

June 21.—*Wind W. thick fog all the morning.*  
 No arrivals.

*Sailed*, British brig *Victoria*, Henry Street, for London, despatched by Henry and George Dowse, with 200 wet salted ox and cow hides, 15 tons tallow, 25 pipes and 27 cases bone ash, 60,000 hoofs, 120 pipes, 10 half do, with 4700 arrobas bones, 53 bales with 8574 doz. nutria skins, 5 do, with 125 arrobas hair.

June 22.—*Wind N.*  
*Arrived*, Brazilian brigantine of war *Camaron*, 5 guns, Captain José María Rodríguez, from Montevideo 19th inst.

Passengers, Señor Duarte do Ponte Ribeiro, Minister from Brazil, his son and secretary.

*Brazilian* packet schooner *Eufracia*, Mariano Francisco de Silva, from Montevideo 21st inst., to Hardy, Cavairo & Co., with passengers.

*Sardinian* packet schooner *Ros*, Pablo Moratore, from Montevideo 21st., to Carlos Galeano, with passengers.

*Sailed*, Danish brig *Anna Margaretha*, C. J. Holm, for Havre do Grace, despatched by John Jacob Klock & Co., with 5000 salted ox and cow hides, 10,700 arrobas S, with passengers, sheep skins, 17 do, and 9 chiguns with 787 arrobas and 9 lbs. horse hair, 4 do, with 640 doz. nutria skins, 1 do, with 24 swan skins, 162 do, with 4650 arrobas wool.

June 23.—*Wind S. E.*  
*Arrived*, American barque *Chenanog*, 328 tons, C. G. Snow, from Baltimore 9th March, Montevideo 21st inst., general cargo, to Zimmermann, Frazier & Co.

*Brazilian* brigantine *Severca* September, 180 tons, Joaquin Francisco Ferreira, from Rio Ja-

neiro 6th inst., with coffee, tobacco, sugar, &c., to Vieira and Thimoteo.

*French* barque *Coroñita*, 163 tons, N. Kraoul, from Havre de Grace 17th March, Montevideo 21st inst., general cargo, to Mosca, Dunoyer and Vanny.

*Sailed*, Sardinian packet schooner *Luisa*, Domingo Maccao, for Montevideo, despatched by Carlos Galeano, with passengers.

The Orpheus was under way but anchored again from low tide.

June 24.—*Wind N. E. shifted to W. in the afternoon, rain.*  
 No arrivals.

*Sailed*, British ship *Orpheus*, Angus M'ellan, for Liverpool touching at Montevideo, despatched by Rennie, Macfarlane & Co., with 3502 salted ox hides, 130 tons bones, 237 pipes and 32 marquetas with 8706 arrobas tallow, 193 bales with 6457 arrobas wool, 16 chiguns with 140 arrobas air, 30 bags flour.

Passengers for Liverpool, John Macfarlane, Esq., lady, 3 children and 2 servants, and Miss Mary Macfarlane.

**Vessels posted to sail.**  
 On 26th inst., British brig *Dryad*, for Liverpool, " *Hamburg* brigantine *Prince Albert*, for Cowes.

The French brig *Heranger*, for Portabanco via Montevideo, is ready to sail.

### Shipping Memoranda.

ARRIVED AT MONTEVIDEO.

- 10th inst., French barque *Nueva Egenia*, from Bourdeaux 6th April.
- 12th, French barque *Universel*, from Havre do Grace 14th April.
- " British brig *Lightning*, from Cadiz 26th April.
- " French barque *Susanna*, from Bourdeaux 4th April.
- 13th, American brig *Curtis*, from New York 6th April.
- " British brig *Susan*, Gilham, from Cadiz 11th April.
- " British brig *Village Girl*, Wool, from Bourdeaux 16th April.
- " Hamburg barque *Laura* and *Luisa*, from Hamburg 3rd April.
- " British brig *Alarm*, from Falkland Islands.
- 14th, British barque *Anna*, from Island Sal 22nd April.
- " British barque *Dickey* Sam, from Liverpool 11th April.

### ARGENTINE THEATRE.

On 18th inst., was performed the drama of "Una Casa Criminal," and a farce. We only saw the last act of the play, but from that portion of it we should judge it consisted of love, jealousy, plot and counterplot, all ending happily in marriage, with the usual promises to the ladies on the part of the gentlemen, of eternal affection, gratitude, &c., all of which at the time was doubtless meant, but alas it is too often the case that the old song—

"When the honey moon was up, &c."

speaks truth. There were four female characters in this drama, represented by Señoras Trinidad Guevara, Josefina Flores, Manuela Funes de Casacuberta, and Alvara Garcia.

The house was well attended.

### VICTORIA THEATRE.

On 19th inst., was performed to a good house, "Mary Tudor."

On 21st, "The death of Don Pedro the Cruel," being the 2nd part of the King and the Shoemaker, in which King Pedro was assassinated in France, whether he had fled to escape his rebellious subjects, and where he was deserted by all except the grateful shoemaker.

The performance was for the benefit of Señor Pascual Ruiz, and he too ought to be grateful for the patronage he received. Every part of the house was full. The three tiers of boxes were chiefly occupied by ladies.

The "Journal do Commercio" of Rio Janeiro, contains an elaborate article, purporting to be a journal of a Glasgow passenger on board the steamer *Prinzess*, continued to the moment in which she foundered, and said to have been found in a bottle on the coast of North America. It however bears all the marks of being an imposture. It is not probable that such a situation, amid the raging elements, a journal like the one in question could have been composed.

### Advertisements.

#### Sir James Murray's, FLUID MAGNESIA.

One of the most important discoveries of the day,  
 Recently imported a fresh supply of this invaluable Medicine. The preparation which this eminent medicine has prepared in Great Britain and other countries, is the best proof of its superiority over all other Magnesia. In this the fluid state the Magnesia is obtained in perfect purity. Free from lime and other injurious substances which generally enter in all other preparations of Magnesia.  
 In bilious affections, flatulency and acidity of the stomach, it is far superior to the pure preparations of soda and potash.  
 As a mild, safe and gentle aperient, it is strongly recommended for delicate females and particularly adapted for young travellers for children whose bowels are constantly more or less affected with an accumulation of bile.

To be had at E. C. Snow's, Calle de la Paz, No. 31. Sole Agent for this Republic. j3 5

#### Superior Cloth and Cassimeres. (JUST IMPORTED.)

**FURMOUS TICKER**, here to inform his friends and the public, he has removed his Tailoring Establishment to No. 21, Calle de la Paz. He is induced to do so from the precarious state of health, in the hope to be the better enabled to attend his business, and having unexpectedly received two large boxes of the best superfine cloth and cassimeres, ordered and described for such as "T. Tucker" would suit the taste and give satisfaction to his very respectable customers, and which will be found as to quality and selection of colors, the best imported to date.

The Cloths consist of black, Oxford mixture, invisible and other green, fashionable style, brown and blues of different shades.  
 The Cassimeres consist of black, Oxford and various colored blues, very superior dyes, a large assortment of plums, various colors, and a most unique assortment of green, striped, stripes and plaid of such patterns as have not hitherto been introduced into our market, and are in the hands of the manufacturer.

T. Tucker has no doubt on a question of the above goods they will be found to answer the description, and he begs the favor of his friends and the public, that he has selected the best materials for frock coats and trousers, a splendid assortment of plain black and figured suits, and various colored flowered silks, &c. &c.

Every article executed in the best manner as to workmanship, according to fashion, and will be charged at the lowest possible price.

### PRICES CURRENT.

Doublons, Spanish, . . . . .	250	a	dollars each.
do. . . . .	250	a	dollars each.
Plata macuciana, . . . . .	15	n	15 do. each.
Pata, Spanish, . . . . .	10	n	10 do. each.
Do. Mexico, . . . . .	15	n	15 do. each.
Six per cent. Stock, . . . . .	65	a	65 do. per cent.
Exchange on England, 3 months, . . . . .	12	a	12 1/2 p. per cent.
Do. France, . . . . .	22 1/2	a	22 1/2 cent per dollar.
Do. Genoa, . . . . .	12 1/2	a	12 1/2 p. per cent.
Do. United States, . . . . .	16 1/2	a	16 1/2 do.
Do. North America, . . . . .	54	a	60 dollars per peso.
Do. Spain, . . . . .	50	a	62 do.
Do. Sicily, . . . . .	46	a	46 do.
Do. Rome, . . . . .	48	a	48 do.
Do. Valencia, . . . . .	50	a	50 do.
Do. Genoa, . . . . .	50	a	60 per cent.
Do. Sicily, . . . . .	50	a	57 do.
Do. Rome, . . . . .	36	a	38 do.
Do. Valencia, . . . . .	38	a	37 do.
Do. Genoa, . . . . .	38	a	40 do.
Nutria skins, . . . . .	5	a	32 do. per lb.
Do. horse hair, . . . . .	5	a	10 do. per dozen.
Horse hair, short, . . . . .	35	a	35 do. per arroba.
Do. long, . . . . .	35	a	35 do.
Do. long, . . . . .	80	a	85 do.
Wool, combing, . . . . .	35	a	37 do.
Do. picked, . . . . .	35	a	37 do.
Do. shorn from skins, . . . . .	45	a	42 do.
Do. shorn, dirty, . . . . .	45	a	42 do.
Tallow, pure, . . . . .	25	a	21 do.
Do. mixed, . . . . .	25	a	21 do.
Do. with grease, . . . . .	25	a	21 do.
Do. lard, . . . . .	25	a	21 do.
Chined beef, . . . . .	300	a	300 per hundred.
Do. mutton, . . . . .	300	a	300 do.
Do. ox, . . . . .	450	a	450 do.
Shin bones, . . . . .	10	a	12 1/2 do.
Hide cuttings, . . . . .	44	a	26 per 100 lb.
Do. on beef, . . . . .	12	a	12 do.
Do. black, . . . . .	10	a	12 do.
Salted language, . . . . .	15	a	16 per emaga.
Discount, . . . . .	4	a	2 p. cent. pro month.

The highest price of Doublons during the week 270 dollars.  
 The lowest price 235 dollars.

The highest rate of Exchange upon England during the week 1 1/2 p. cent. The lowest do. 2 1/2 p. cent.

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