

British Packet

AND

THE ARGENTINE NEWS.

N^o. 881.]

BUENOS AYRES, SATURDAY, JULY 8, 1843.

[Established in 1826

BUENOS AYRES.

Owing to the prevalence of contrary winds we have had no news from Montevideo during the week, till yesterday, when H. M.'s packet *Cockatrice* arrived. We learn by her that on the morning of the day after her departure (the 5th), Paz, with the Negroes, French and Italians, made another sortie from the town, which was attended with a result even more disastrous than that of the ally on the 2nd ult., furnishing abundant material for another grand funeral spectacle. But as the discomfited legions had only just returned when the packet sailed, we must wait for the particulars till another arrival.

To-morrow being the anniversary of the independence of this country, we insert the following extract from the Declaration of Independence, dated—

"Tucuman, 9th July, 1816.

"We the Representatives of the United Provinces of South America, in general Congress assembled, invoking the SUPREME BEING who presides over the Universe,—in the name and by virtue of the authority of the people we represent, and protesting to Heaven, and to the Nations and Inhabitants of the whole Globe, the justice by which our wishes are guided, do solemnly declare in the face of the earth that it is the unanimous and indubitable will of these Provinces to break the repugnant ties which bind them to the King of Spain, to recover the rights of which they were despoiled, and invest themselves with the high character of a Nation, free and independent of King Ferdinand VII, his successors, and the mother country.—In consequence whereof, the said Provinces, in point of fact and right, possess ample and full power to assume for themselves such forms of Government as justice requires, and the urgency of existing circumstances may demand. All and each of them publicly declare, and ratify the same, through us; pledging themselves, under assurance and guarantee of their lives, property, and honour, to abide by and sustain their will and determination. Let the same therefore be communicated for publication to whosoever it may concern; and in consideration of the respect due to other Nations, let the weighty reasons which have impelled us to this solemn declaration, be detailed in a separate Manifesto.

"Given in the hall of our sittings, signed by our hands, sealed with the seal of the Congress, and countersigned by our Secretaries, also members thereof."

(Then follow the signatures of the Members of the Congress for the Provinces.)

The anniversary of the 4th of July went off with great spirit this year in Buenos Ayres. In addition to various private parties, there was a grand dinner at M. Palmer's hotel, in the Calle del 25 de Mayo. A band of music was in attendance, and incessant discharges of rockets took place from the court yard. The dining saloon was tastefully decorated—the healths of the President of the United States, H. M. Queen Victoria, and Don Juan Manuel de Rosas, Governor of Buenos Ayres, were drank with 3 times 3. The company separated amid a grand discharge of fire works.

Queen Christina, on Thursday last, entered her 87th year. The court of the Tuileries sent to congratulate her on the occasion. In the evening there was a grand reception at her hotel, in the rue de Courcelles. Her Majesty will, in a few days, remove with her establishment to Malmaison.—*English Chronicle*, May 2.

We received by H. B. M.'s packet *Cockatrice* London papers to the 3rd May, and Paris to the 1st. The only important news we find in them is an account of an experimental trip of the *Arial* Machine, which took place near Glasgow, in April last, with a machine constructed upon the same principle as that of Mr. Heavson. The experiment was made by a professor Gouba, a foreigner, and, but for an accident, it appears that it would have established the principle contended for, viz.—the capability of navigating the air. The professor passed over a considerable portion of Scotland at the rate, according to his own account, of 92 leagues per hour, but, whilst congratulating himself upon his success, an accident happened through his own neglect, and he was precipitated into the sea, whence he was picked up by a steamer. He, however, expresses his determination immediately to make another experiment.

From the "Archivo Americano."

The vile usurper of the public authority in the Oriental State, Commodore Parvizi's friend, and the ally of Theobald and Garibaldi, is very well classified by his own acts. Every body who has commenced his career, that he passed over to the Portuguese from his country's cause, that afterwards he again came over to the side of the Orientals, that he incorporated himself with the Argentines, and that he deserted from their ranks on account of not having been able to carry into effect a plot to dissolve the army... This is the first part of his ignominious life.—The second follows, in which this turbulent man figures as distributor of order when not in command, and as dissipator of public fortune when governing. As decided enemy of the American cause and bought up by foreign gold, as incendiary of towns and murderer of its inhabitants, in order to take revenge upon the opposition made against him, or on the want of adhesion evinced towards him.

All this is well known, and notwithstanding people will not but read with interest the opinion formed of this banditti chief by Mr. Gelly, his present Minister, in one of the numbers of the *Prensa*, which he edited at Buenos Ayres during the times of the self entitled Presidency.

Mr. Gelly, consequently, will not be surprised that people may speak in bad terms of his President, since he has been the first to treat him as an atrocious man and a traitor.

SUMMARY OF FRUTOS RIVERA'S PUBLIC LIFE, RECAPITULATED BY HIS PRESENT MINISTER, JOHN ANDREW GELLY.

"To the Journalist who designated General Rivera—*Patriot of notorious character and honourable career*, who runs as evidence of his assertions the following statement of honourable acts:—

"1st. General Rivera, being an officer in the army that besieged Montevideo in 1813, abandoned the siege, and followed Artigas.

"2nd. At the termination of the reign of the Patriarch Artigas, he abandoned the Patriarch, and constituted himself as such.

"3rd. He abdicated the Patriarchate in order to serve John VI.

"4th. He abjured the state of vassalage on John VI. and became subject of Peter I.

"5th. After having been made prisoner, he promised to act against Peter I., and passed over to the Oriental Patriots.

"6th. From those divisions he went over to the National army.

"7th. From being a National he has now become, as it is said, an atrocious villain—honourable termination of an honourable career."

Copyrighted literally from the *Duende*, page 198.]

General Statement of the operations of the Public Stocks from their commencement on the 1st January, 1822, up to the end of June, 1843, together with Cash Account from 1st April to the 30th June of the present year.

Dr.	PUBLIC STOCKS.	
	4 per 100.	6 per 100.
Dr.	Rs.	Ds.
To Amount created by laws 20th Octo. 1821, up to 28th March 1840..	5,000,000	52,360,000
	5,000,000	52,360,000

Ca.	PUBLIC STOCKS.	
	4 per 100.	6 per 100.
Dr.	Rs.	Ds.
By Amount of Stock, not in circulation, belonging to Corporations and pious Establishments.....	146,293 91	734,932 5
By Amount of Stock unclaimed by 31st March 1843, by the Banking Fund.....	10,297 64	7,430 8
By Amount of Stock redeemed in the present quarter—April 2 to 7th 5 1/2 % 22,728 2 1/2 May 11 to 16 5 1/2 % 242,500 0 " "	505,677 71	23,386,833 74
By Balance being amount in circulation at this date.....	1,237,000 71	17,356,000 71
	2,000,000	24,360,000

Dr.	CASH ACCOUNT.		
	Dr.	Rs.	Ds.
To balance at the end of March last.....	"	"	75,596 31
To Amount received from the Customs to pay interest and not sinking fund, for April, May and June.....	"	"	938,759 41
To Amount returned for ordinary sinking fund.....	139,399 21		
To Amount returned for interest on capital stock.....	361,130 21		
To amount realize from the month of May employed in Stocks accumulated in June	8,845		
	503,074 7		
			1,664,296 1

Ca.	CASH ACCOUNT.		
	Dr.	Rs.	Ds.
By Amount of Int.—4 per 100 repaid in April last; 4 1/2 per 100	17,212 3 1/2		436,082 4
"By Amount received in redeeming Stock in the present quarter.....	423,364 5 1/2		
By Balance to 1st Feb. 1843.....	54,177 3 1/2		503,074 7
By Balance to 1st Feb. 1843.....	170,561 1/2		748,299 51
			1,664,296 1

Buenos Aires, 30 June, 1843.

John Alsina, President, Miguel de Riglos, Vice-President;
John Baptist Peña, Bonifacio Huerzo, Simon R. Mier;
Agustin I. de Luca, Secretary and Accountant.

The Times London journal speaks of the Aerial Steam Carriage as follows:—

When it was announced some time ago, by the ordinary monthly lists of patents granted, that Mr. Henson had invented a machine capable of conveying despatches and passengers through the air, the general impression was, that some moody and enthusiastic projector was about to exhibit the produce of his day dreams. Our readers may, therefore, be somewhat surprised to learn that this is in truth no visionary scheme, but a design of very scientific conception, carefully and perseveringly wrought out. It would, perhaps, be too much to affirm (what yet we cannot deny) that the machine in its present state will certainly succeed; but the least which can be said is, that the inventor has most skillfully removed the difficulties which have hitherto debared us the possession of the long-coveted faculty of flight, and has made the eventual, perhaps early, attainment a matter of little less than certainty.

All former attempts of this kind have failed through the want of a source of power whose energy bore a sufficiently high ratio to the weight of the machinery. Consequently this source of power has been found, there was ingenuity enough to have turned it to the desired account. Mr. Henson, in overcoming the difficulty, has first divided it. To set a machine going, and bring it up to a given velocity, is one thing; to maintain the velocity against opposing forces is another. Now, in the case before us, the power necessary for starting is much greater than that required for maintaining the flight. Mr. Henson, therefore, starts his aerial carriage by means of an apparatus which he does not carry with him, and then embarks only the smaller power and lighter machinery, which are sufficient for keeping up the original velocity.

But even this happy device would not have succeeded if the inventor had not also effected an extraordinary reduction in the weight of his steam-engine. Our engineering readers will be somewhat surprised to learn that the engine of 20-horse power now in preparation for the aerial carriage weighs, with its boiler and condensing water, but 600lb. To the united effect of these different branches of this important invention must we attribute our present prospect of making our path in the air.

We proceed now to describe the machine itself, and its mode of flight. Its car, enclosed on all sides, and containing the passengers, burden, and steam-engine, is suspended to the middle of a framework, which is so constructed as to combine great strength with extreme lightness and without vibratory motion. It advances through the air with one of its long sides foremost and a little elevated. To the middle of the other long side is joined the tail, of fifty feet in length, beneath which is the rudder. These important appendages effectually control the flight as to elevation and direction, and are governed by cords proceeding from the car. Situated at the back edge of the main frame are two sets of vanes or propellers, of 20 feet in diameter, driven by the steam-engine.

We have already seen that the velocity of the machine is imparted at its starting. This is effected by its being made to descend an inclined plane: during the descent the covering of the wings is reeled, but before the machine reaches the bottom the covering is rapidly spread: by this time the velocity acquired by the descent is so great that the resistance produced by the oblique impact of the sloping under surface of the wings on the air is sufficient to sustain the entire weight, which is just as break wind upholds a kite. But while the pneumatic resistance thus procured by the velocity prevents the falling of the carriage, it opposes also its forward flight. To overcome this latter and smaller resistance is the office of the steam-engine.

The chief peculiarities of this important member of the carriage are the respective constructions of boiler and condenser. The former consists of hollow inverted truncated cones, arranged above and around the latter, and are about 50 in number, and large enough to afford 100 square feet of evaporating surface, of which half is exposed to radiating heat. The condenser is an assemblage of small pipes exposed to the

stream of air produced by the flight of the machine. It is found to produce a vacuum of from 5lb. to 8lb. to the square inch. The steam is employed in two cylinders, and is cut off at one-fourth of the stroke. Our engineering readers will be able to gather from these particulars, that the steam-engine is of about 20-horse power, supposing the evaporating power of the boiler to be equal, foot for foot, to that of the locomotive steam-engine.

Less certain is the determination of the resistance to be overcome. Mechanical science is notoriously defective in all that relates to the oblique impacts of solids and fluids, and is particularly so on the points involved in this subject. Experiments do not supply the lack of sound theory; for, not only has their purpose been to ascertain the office of large angles of impact to the neglect of the smaller ones here concerned, but the objects of the experimenters (Robins, Hutton, Burd, &c.) have always required the determination of the resistance in the direction of the moving body to the neglect of that which is perpendicular to that direction; while here their effects are so intimately connected, that one cannot be determined without first knowing the other; and of that which is to be first known—viz., that which supports the vehicle—we have no information, or, at the very smallest reliance can be placed. Mr. Henson, we understand, has formed his conclusions from the best observations he could make on the flight of birds, and we think he has done wisely. We are informed, however, that resources of mechanical art are by no means exhausted by the present construction of Mr. Henson's engine, and that recent inventions are available, by which its power may be doubled with little increase of weight.

The area of the sustaining surface will be, we understand, not less than 4500 square feet; the weight to be sustained, including the carriage and its total burden, is estimated at 2000lb. The load is said to be considerably less per square foot than that of many birds. It may assist the conceptions of our non-mechanical readers, to add that the general appearance of the machine is that of a gigantic bird with stationary wings; that the mechanical principles concerned in its support are strongly exemplified in the case of a kite; and that its progress is maintained by an application of power like that which propels a steam-boat. In the operations of nature, particularly in the flight of birds, will be found many striking illustrations of the principles on which the inventor has proceeded.

Whatever may be the immediate issue of the present attempt, we think it is impossible not to award to the inventor the highest credit due to the removal of the great difficulties which have hitherto defeated all similar inventions; nor do we doubt, that in following out the path he has opened, complete success will eventually be obtained: whether that success will be, as we wish, early and entire, or whether it will be delayed and gradual, depends on the facts as to oblique pneumatic resistance, which have yet to be ascertained. It is, however, high time to begin to consider in the spirit of careful inquiry and cheerful hope what will be the changes, commercial, social, and political, which the possession of this new-born power will necessarily bring about.

Advertisements.

Notice.

TO THE IRISH ROMAN CATHOLIC COMMUNITY.

THOSE Gentlemen who have received circulars from the Catholic Committee, are particularly requested to attend a Meeting to be held on the 16th inst. at 4 P.M., at No. 125, Calle de Corrientes.

Just Received,

AT NO. 35, CALLE DE CANGALLO,

A N Excellent and superior assortment of Public Frocks, (also Capotes, Velos, Waistcoats, Men's and Boys' Caps, of every description, French Cloakings and Morning Gowns, Girdle-bags, Hats, Shoes, and Slippers, of all the latest Styles, Fashions, and Stockings, Gloves, Cravats, Stocks, Bows, Collar and Hair Brushes, fancy Walking-sticks, and various other Articles, all selling at the lowest possible prices.

A Stock of superior French Silk Hats, also, a small stock of Beaver Hats, selling off at 50s. j1-3

Madame Paris.

HAS the honor to inform Madame Paris who may honor her with their confidence, that her residence is at No. 50, Calle de Casado, where she continues to make Dresses, Cloaks, Bonnets, and Killing Habits, of the latest fashion. j1-3

For Cape of Good Hope,

A first class Royal British Ship, 250 to 300 Tons, with a full complement of crew, is to sail for Cape of Good Hope, with Second Cabin and Steerage so arrive in the Bay of Natal in about 20 days, and will be despatched immediately for ALGOA BAY, touching at TABLE BAY.

Passengers desirous to emigrate to that beautiful and fertile Country, will be furnished with every particular regarding the Soil and Prospects, &c.; also, the Terms of Passage, by applying to J. WILSON, Calle de Paz, No. 113.

Warwick Inghis,

UPHOLSTERER,

No. 65, Calle de la Piedad, at the back of the Cathedral.

WE TAKE this opportunity of returning his most sincere thanks to his friends and the public, and hopes that from his long experience in business, and constant industry and earnest desire to please, he shall meet with a continuance of their favour.

Hair, wool, and straw mattresses made to order, old sofas and chairs repaired to look like new, curtains cut and hung to the latest fashion from London.

Easy chairs and Chaises so made to order on modern terms, with neatness and dispatch.

Trunks made on any of my description.

THE House existing in this City under the firm of Penderon & De Lisle, Juniors, is now dissolved. Its liquidation will be carried on by Mr. P. M. De Lisle, and Mr. J. M. De Lisle, who are appointed Liquidators, and Mr. J. M. De Lisle, Juniors, will continue to act as Liquidator.

BONNIE AYRES, 20th June, 1843.

WE have this day returned Commission House in this City and Manchester, and the same will be carried on, and the signature used by Messrs. FAYRE & CO., of Manchester, and Messrs. DE LISLE & JUNIORS, of this City.

BERTRAM LE BRETON and DE LISLE, Juniors.

Bonnie Ayres, 20th July, 1843.

Mr. Rowley,

MECHANICAL DENTIST,

FROM LONDON.

CONTINUES to apply ARTIFICIAL TEETH upon the principle of atmospheric pressure, which renders them more durable and comfortable. Teeth constructed on this principle may be removed and replaced with the greatest facility, which for some years has been practised with success in this country, and any person to be applicable to answer all the doubts, difficulties, and which will be found to answer all the purposes of the natural teeth in articulation, mastication, and beauty. It has since discovered what has been a great desideratum in Scientific Dentistry in Europe, a method of applying artificial enamel so as to imitate the natural enamel of any individual. All may be set in gold or silver, and the same may be applied to any individual. The teeth performed upon the most approved principles, and Surgeons used in cases where the natural teeth are decayed or ACHE, which, if properly applied, remove the PAIN.

N.B.—I have an excellent Remedy for the TOOTH-ACHE, which, if properly applied, remove the PAIN.

To the Public.

J. WORKINGTON,

BELLES to request his friends in particular, and the public, to be particularly attentive to the goods he has been a great desideratum in Scientific Dentistry in Europe, a method of applying artificial enamel so as to imitate the natural enamel of any individual. All may be set in gold or silver, and the same may be applied to any individual. The teeth performed upon the most approved principles, and Surgeons used in cases where the natural teeth are decayed or ACHE, which, if properly applied, remove the PAIN.

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MARINE LIST.

PORT OF BUENOS AYRES.

July 1.—Wind S.S.E.—foggy—rain all day.
No arrivals or sailings.

July 2.—Wind W.
Arrived, Luca packet schooner Orestes, Augustin Coppi, from Montevideo 30th ult., to Zumanan and Treasera, with passengers.

July 3.—Wind S.S.W.
No arrivals.
Sailed, Danish brig Thorwaldsen, Frederick Gæste, for Palmouth, for orders, despatched by Thode & Co., with 13,394 dry ox and cow hides, 750 salted do. do. Shipped at Montevideo—3049 dry ox and cow hides.

July 4.—Wind S.W.
No arrivals.
Sailed, French barque Colombien, Schier Vancoeur, for Nantes, despatched by Herman Dubourg & Co., with 2070 dry ox and cow hides, 5500 salted do. do., 11,000 horns.

American schooner Jersey, J. G. Dawson, for the Buceo, despatched by Jacob Paravicini, with merchandise and passengers.

July 5.—Wind N.W.—opposite coast visible.
Arrived, Luca packet schooner Eufracia, José Borbon, from Montevideo 30th ult., Colonia 5th inst., to Angel G. de Elia, with passengers.

Sailed, American schooner Saratoga, Reuben Beare, for Boston, despatched by Daniel Gouland & Co., with 4508 dry ox and cow hides, 1000 horns.

Supercargo—F. E. Hassler.
Passengers—Captains Michael Doyle and Hallett.

Sardinian schooner Aguila, Pascual Zaran, for Montevideo, despatched by Llavallol & Sons, in ballast.

Spanish barque Modesta, Juan de Chandelis, for Coruna, despatched by Llavallol & Sons, with 15,529 dry ox and cow hides, 61 calf skins, 2800 ox horns, 27 bales with 675 arrobas wool, 20 do. with 500 doz. sheep skins.

At night.
Danish barque Sara & Johann, John Waldemar Wittusen, for Atlanta, despatched by Thode and Co., with 13,037 dry ox and cow hides, 1003 salted ox hides, 2 bales with 50 arrobas horse hair.

Passenger—Mr. Schulz.
Brazilian brig Pereira, José Antonio Pereira Alves, for Paranaguá, despatched by Manuel Acevedo Ramos, in ballast.

July 6.—Wind N.N.W.
No arrivals or sailings.

July 7.—Wind E.N.E.—rain.
Arrived, National schooner of war Chacabuco, 5 guns, Captain Nicholas George, from Montevideo.

H. B. M.'s packet schooner Cookatrice, 6 guns, Lieut. Justus Oxenban, commander, from Rio Janeiro 20th ult., Montevideo 5th inst., with the mail of the packet Petrol, from Falmouth 5th May.

Passenger from Rio Janeiro—Mr. Bland. Passengers from Montevideo—Mr. Guest and Miss Martin.

Sailed, French barque Cornolie, Krauf, for Havre de Grace, despatched by Mosca, Dunoyer and Vanni, with 8062 dry ox and cow hides, 2990 salted do. do., 3469 horns, 11 bales with 278 arrobas hair.

Passenger—Monsieur Francis Beaujon.

Vessels posted to sail—
9th inst., French barque Deux Freres Unis, for Marselles.

10th * Danish brig Fortuna, for Bourdeaux.
10th * British barque Ferris, for Liverpool.

A List of the Vessels wrecked at Maldonado on the night of 25th ult.

- French barque Algrette.
- Luca brigantine Concepcion.
- Do. launch Caneta.
- Do. do. Sevrata.
- Do. do. Fortunato.
- Brazilian schooner Dedinia.
- Sardinian schooner Beila Angelita.
- Do. do. Nuestra Señora del Fuerto.
- Do. do. Maria Luisa.
- Do. do. Tres Amigas.
- British schooner Can. Leon.
- Do. launch Leon.
- Do. do. Pepita.
- Do. do. Juanita.
- Do. do. Emilia.
- Do. do. Abelina.
- Oriental launch Carolina.
- Do. do. Francesca.
- Portugese do. Juan.

Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of 7th inst.

British	.....	32
American	.....	9
French	.....	12
Spanish	.....	10
Sardinian	.....	12
Brazilian	.....	10
Hamburg	.....	4
Swedish	.....	2
Danish	.....	11
Bremen	.....	3
Russian	.....	1
Belgian	.....	2
Dutch	.....	1
Austrian	.....	1
Prussian	.....	1
Total	.....	111

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

The above list includes the Sardinian brig Oueda, which we have taken from our list, as vessels in port on Thursday last, conceiving also to have been sailed.

THE WEATHER this week has been wintry, but reasonable, with hour frost and thin ice almost every morning. On the 4th inst. the thermometer stood at 38, being the coldest day we have hitherto experienced this winter.

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

Saturday	.....	52
Sunday	.....	47
Monday	.....	49
Tuesday	.....	58
Wednesday	.....	49
Thursday	.....	45
Friday	.....	48

Considerable anxiety was occasioned from the information that H. B. M.'s brig Fantome had struck on Las Pipas rocks, near Colonia. Intelligence, however, was received on Wednesday, that, with the assistance of H. B. M.'s steamer Agent, she had been got off without damage, and had gone into Colonia in order to take in her guns which had been landed there. We are not acquainted with any further particulars, or of the time and manner in which the accident happened.

The French barque Mogol received such damage in the gale of the 30th May last, that her hull, masts, yards, and other appurtenances, are advertised to be sold on the 13th inst., on the Alameda, by public auction. The sale to commence at half-past ten, a.m.

The Rev. David Carson, Chaplain of H. B. M.'s ship Daphne, officiated, on Sunday last, at the British Episcopal Church. He read prayers in the morning and delivered a sermon in the evening.

The performances at the Victoria and Argentine Theatres continue alternately, but we believe with only moderate success, occasioned, no doubt, in part, from the unfavourable weather, but chiefly from want of attraction.

Advertisements.

BOOKS!

POCKET Bibles and Prayer Books, the print and binding of a superior description for Sale, at I. STEADMAN'S shop, No. 24, Universidad Street, facing the College Church. p—3

A NEW ENGLISH and SPANISH GRAMMAR has just been published by Professor JOSE M. PERA. The work is very correct, and on a very improved plan, the rules few, clear, and precise, and well illustrated with examples; and the author hopes it will be a great help to those who wish to acquire the English language.
For sale at Mr. Steadman's, Calle de la Universidad, No. 24, opposite to the College. p—3

NOTICE.

THE Literary Gazette, for September, 1842. Literary Gazette, for December, 1842. Literary Gazette, for July 2nd, 5th, and 16th, 1843. The Mirror for January and July 1842. British Navy List, for January, 1843.
It is particularly requested that the above works may be returned to No. 25, Calle del E. de Mayo.

Lost.

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