

British Packet



AND ARGENTINE NEWS.

No. 932]

BUENOS AYRES, SATURDAY, JUNE 29th, 1844.

[Established in 1826

BUENOS AYRES.

We have news from Montevideo on Thursday last—Commodore Purvis sailed thence on the 26th inst., for Rio Janeiro, in his flag ship the "Alfred," accompanied by the "Ardent" steamer. We are informed that he has orders not to return to the River Plate, on any pretext whatever. Captain Talbot, of the "Vestal" is to command the British Squadron off Montevideo, until his departure for India, when he will be succeeded by Captain Sir Thomas S. Pasley, of the "Curacoa." Commodore Purvis, has at length quitted this river—would to Heaven he had never entered it, what miseries past, present, and perhaps to come might then have been spared. However, he has gone, and that is some consolation. It was reported that Paz, with nine officers was about to embark at Montevideo, avowedly for Rio Grande, thence to proceed to Corrientes, but his destination is probably otherwise. The desertions from Montevideo continued to be very great.

A Court martial was held on board of H. M's. ship Vestal at Montevideo, on Tuesday last, the 18th inst., composed of Captain Charles Talbot—"Vestal," (President), Captain Sir T. S. Pasley, Bart.—"Curacoa," Captain Charles Hotham—"Goragon"—Captain W. A. W. Willis—"Frollick"—and Commander John Russell—"Ardent"—to try Mr. George Durbin, late Mate belonging to H. M's. ship "Alfred," on charges preferred against him, by order of the Rt. Hon. the Lords Commissioners of the Admiralty.

1st. For general neglect of duty during the period of his belonging to the said ship (Alfred.)

2nd. For uncourteous behaviour towards Commodore Purvis, and remonstrating with him on the discipline of the ship, in March 1843.

3rd. For leaving a boat, and neglecting to report two of the crew although they were drunk on duty, he being the officer in charge of the said boat.

The Court was occupied on Tuesday and Wednesday in hearing the evidence in support of the charges, and met on Thursday, but adjourned in order to give the prisoner time to prepare his defence. They resumed their sitting on Friday, and this day, when the whole of the evidence for the defence being closed, the Court was cleared and after some deliberation, found the prisoner not guilty on the first and third charges, and guilty on the second; but in consequence of his previous good character and certificates, and taking into consideration the time which had elapsed since the date of the offence, they adjudged him to be most severely reprimanded, and he was declared to be most severely reprimanded accordingly.

Admiral Brown landed yesterday, at 2 P. M., after an absence of more than 12 months, he having sailed hence on the 19th of June 1843. He came on shore in one of the port boats, and was received by the Captain of the Port, the Adjutant thereof,

and his son Mr. William Brown. His carriage was in waiting in which he departed to his *Quinta*. A considerable number of persons had collected at the landing place, and we rejoice to state that the Admiral appeared in excellent health, and even stouter than when we last saw him, although we hear that he has been suffering from a severe cold.

DUELLING—THE NAVY.

The following order is in the new Admiralty instructions in reference to this matter:—

"1. Every officer serving on board any ship or vessel of her Majesty's fleet, is hereby positively ordered neither to send nor accept a challenge to fight a duel with any other person of the fleet.

"2. Every officer of the fleet, on becoming privy to any intention of other officers to fight a duel, or having reason to believe that such is likely to occur, owing to circumstances that have come under his observation or knowledge, is hereby ordered to take every measure within his power to prevent such duel, having recourse, if necessary to the captain or commanding officer.

"3. Every officer of the fleet is hereby ordered, in no manner or degree to evince dissatisfaction with, or to upbraid another officer for refusing or not sending a challenge, and all officers are strictly enjoined neither to reject, nor advise the rejection of, a reasonable proposition for the honorable adjustment of differences that may have unhappily occurred.

"4. Any officer of the fleet who may be called on to act as second or friend to an officer intending to fight a duel, is to consider it to be his imperative duty, and he is hereby ordered, strenuously to exert himself to effect an adjustment between the adverse parties, on terms consistent with the honor of each; and should he fail, owing to the determination of the offended parties not to accept the honorable terms of accommodation, he must refer to the second paragraph of this order.

"As obedience to orders is the essential and governing principle of the naval service, those officers may rest assured of the support and approbation of the Admiralty who, having had the misfortune of giving offence to, or having injured or insulted others, shall frankly explain, apologise, or offer redress for the same; or who, having had the misfortune of receiving offence, injury, or insult from another, shall cordially accept frank explanation, apology, or redress for the same; or who, if such explanation, apology, or redress are refused to be made or accepted, shall submit the matter to be dealt with by the captain or commanding officer of the ship or fleet; and every officer who shall act as hereinbefore directed, and consequently refuse to accept a challenge, will be deemed to have acted honorably, and to have evinced a requisite obedience, not only to this order but also to the pleasure of the Queen."

In our last we inserted the decree of the House of Representatives of the Province, approving the agreement entered into by the Executive with Mr. Falcoonet, for the payment of five thousand Spanish dollars monthly, on account of the loan contracted for in London, in the year 1824. The message of the Government which produced this decree, was in tender—that amid the difficulties of foreign and domestic war promulgated by the unitarian faction, it had never once lost sight of its obligations to its creditors in England, and had intended as soon as peace should be restored, to come to an arrangement with them; and although this blessing had not yet been obtained, yet in its anxiety to do justice to its claimants and taking advantage of the final settlement of the indemnifications to France, the last instalment on which, was paid by the Government on the 1st April last, it had entered into the agreement proposed by Mr. Falcoonet, the representative of the House of Messrs. Baring & Co., for which it solicited the approbation of the House.

The message was referred to the Committee of Finance, which, on the 20th ult., laid before the House the project of the decree in question, which was agreed to, after some observations from SENOR GARRIGOS, who in applauding the conduct of the Government, took occasion to censure those foreigners, whose interference, in the present war, he said, had caused its prolongation. He, also, denominated the conduct of Commodore Purvis, as execrable in the extreme, and trusted that the remonstrances of the Argentine Government, respecting his alliance with the vandal Rivera, would not pass unheeded by the just and enlightened government of Great Britain. The hon. member proceeded at considerable length, and was followed on the same side by SENOR LORENZO TORRES, who concluded his allegations against Commodore Purvis and the British residents in Montevideo, by avowing that their conduct had produced disgust, which has extended to their countrymen in Buenos Ayres, to the English name, and even to foreigners generally. "Yet, (added the hon. member) it is to these same English, we are now about to make payments, not because they are English or, from fear, because fear is unknown to the Argentine, when national honor is in question, and when presided over by General Rosas, none, under such circumstances, but would rather perish amid the ruins of the country than see it humiliated by foreign hands. We pay this money because it is just and honorable, and because it is in accordance with the good faith that has ever distinguished the present administration, which upholds the credit of the country, notwithstanding, that claims more urgent have not met with that attention from other governments which justice and their own honour demand."

On the 19th inst. the Committee of finance reported to the House that they had attentively considered the communications from the Executive, dated 15th ult., and the plan relative to the construction of a promenade or alameda on the *Barranca* of the river, north of the fort, and after mature examination they deemed it their duty to submit the following project or decree for the approbation of the House, viz:—

The House approves of the plan presented by the Executive on the 18th ult., for the construction of the new works on the present alameda, and authorises the Government to proceed therein gradually as proposed, as far as the state of the Treasury will permit, until they be completed.

We regret to hear that it has been deemed impossible to get H. B. M's. Steamer off from where she went ashore near Montevideo.

NAVIES OF THE WORLD.

From *Simmond's Colonial Magazine* for January, 1844.

At a time when we hear a great deal about the decline of the British and the increase of Foreign navies—when France is putting forth her utmost exertions to create a powerful and efficient steam marine, it may not be uninteresting to pass in review the comparative naval force of those great powers which have at any time disputed with us the supremacy of the ocean. Let our enemies underate us as they will, England is still as strong on her native element as ever.

The safeguard and well-being of our possessions beyond the seas—our very existence as a nation depends on the extent and character of our marine.

Without a powerful navy, the means of colonization would be with-drawn from us; our trade and commerce crippled; our foreign possessions and our native shores left unprotected from aggression; and our place as an independent kingdom blotted out from the map of the world.

Great Britain never held a higher rank in the scale of nations than at the present time.

From the pillars of Hercules to the rock of St. Helena—from the Cape of Good Hope to the ice-bound shores of Labrador, England's voice is heard, and her supremacy acknowledged; and she issues her edicts to the world and rides over the ocean without a rival for its sovereignty. Even our enemies (and many there are who look with a jealous eye on our growing greatness) are free to admit the universality of our power, presence, and influence. The language of England is indeed everywhere; her influence is every where; her possessions are every where; in short, she commands the globe. "Not a port" (says an American traveller in his recently published journal)—"not a port have I visited, since I left America, that I did not see the flag of England. It was the first flag I saw on entering the waters of France; it was the only one floating in the ancient harbor of Rome, at Civita Vecchia. Again I saw it in the deserted harbor of the Pterus, where once rode the fleet of Themistocles. I first saw the dome and minarets of Constantinople from beneath a cloud of cannon smoke, that issued from British line-of-battle ships, saluting the Mohammedan ally of Britain. The first object that met my eye, on scaling the summit of the Pyramids, was the cross of St. George, which some English traveller had planted there. Beyond the cataracts, on the borders of the desert of Nubia, the only sign of civilization that I saw was the English cross flying from the masts of a traveller's boat. Here, on the extreme verge of civilization, I stood before the emblem of the universal presence of that nation; and in those lawless regions, it gave me a pleasing sense of security to find myself so near a representative of that power beneath whose agis there is protection, for the most humble fugitive, from violence and oppression."

Mr. Lester, another American writer, in his recent work on England, pays the following well merited tribute to what he justly terms "Great and mighty England"¹⁹

"Her power seems omnipresent; her ships circle the pole, and put a girdle round the earth; her cannon look into every harbor, and her commerce flows into every nation. Looking out from her sea home, she has made her fleets and her arms her voice. Strength and unity of character, skill, daring, and an indomitable valour exerted through these engines of power, have raised her to her present proud elevation.

"Her navy embraces six hundred vessels; besides these she has fleets, and steam ships and packets, so constructed as to be easily converted into war ships. In the short space of two months she could send one hundred and fifty more steam frigates well equipped to sea, making in all seven hundred and fifty war vessels; so that she could stretch a line of battle ships from Liverpool to New York, each separated only four miles from the other. Of what other naval power on the face of the globe could this be said!"

Can such a nation be approaching dissolution, now in the pride and strength and dignity of maturity? To suppose so, would be to suppose an event possible certainly, but so extravagantly improbable, as to be in direct contradiction to all the natural laws which govern and direct the material world. Are the evidences of her decay to be found in her armies or her navies? No! for victory has perched upon her

crest wherever she has been compelled to engage in the "lug of war." We must also remember, that a new and most powerful element—steam-power—has but as yesterday come into play, and is performing a most important part in the drama of our national history.

Look at the already immense number of powerful steam-ships that swarm in the waters of the Mediterranean, and enter every port upon its beautiful shores; that are found careering in every sea of Europe, from the Frozen Ocean to the Bay of Biscay and the Black Sea; that have long since driven every other mode of transit out of the Euphrates and the Red Sea; that penetrate the Indus almost to its source; that ascend the Canton river, in spite of every obstacle, beside myriads of war junks, and batter down the walls of the ancient celestial cities; that are surrounding every island and entering every harbor in the West Indies; that swarm along the shores of North America, from the Gulf of St. Lawrence to the Isthmus of Darien; and that regularly transmit the rich produce of the mines of South America, from all its principal ports on the east and west side to the great commercial metropolis of the world—crowded, busy London. Look at all this, and see what an element she has to sustain her in her onward march for Empire. At no period did Great Britain possess such a foundation for naval strength within her bosom as at present. She now possesses 3,500,000 tons of shipping and numbers 160,000 seamen in her commercial navy, while a fleet of seven hundred steam-boats (more than is possessed by all the rest of Europe) prowls along her shores.

No country, either in ancient or modern times can be compared with England in the extent and efficiency of its naval power.

That England is still stronger on her native element than the whole world in arms, we shall now proceed to show. In 1793, when she entered upon the greatest naval war ever recorded in history, she was little more than half as strong, comparatively, as at present, and yet she crushed every power in battle and made their fleets her own.

GREAT BRITAIN.—The British Navy in 1793 consisted of one hundred and fifty-three line-of-battle ships, hulks, and those on the stocks building. Of the foreign navies then existing, we have obtained the following account, which may be considered as entitled to every credit, being as accurate a statement as can be produced under the circumstances.

We take into consideration here only the higher rates; for it has been truly observed, that however brilliant the actions of smaller vessels may be, the true strength of a navy is in its line-of-battle ships.

LINE-OF-BATTLE SHIPS.—France, 86; Spain, 68, Russia, 36, Holland, 28; Denmark, 24. Portugal, 13; Turkey, Naples and other minor powers in the Mediterranean, 13. Total 268. British, 153; balance in favor of Foreigners, 115. Total, 268.

Here we perceive that in 1793, while England possessed 153 sail of the line, the other maritime powers could muster 268. But a comparison at the present day presents a very different result.

LINE-OF-BATTLE.—France, 45; Russia, 50; Egypt and Turkey, 19; America, 10; Naples, 1; Holland, 8; Spain, 3, Portugal, 2; Denmark, 6; Sweden, 10. Total, 154. British, 125; balance in favour of foreigners, 29. Total, 154.

Advertisements.

Marine Railway at St. THOMAS.

A COMPANY was formed three years since in the Danish Island of St. Thomas, for the purpose of building a Marine Railway, capable of taking up vessels of 1000 tons burthen. Engineers were sent out from England, as well as all the machinery for its construction. The Railway is now completed, the Directors having spared no expense in building it in the most substantial and perfect manner; and the practical operation of its powers, have pronounced it a finished piece of workmanship, equal in every respect to any Marine Railway in Europe or the United States.—The harbor of St. Thomas is safe, commodious, and easy of entrance to vessels of the largest capacity; and all the necessary materials, of the best description for repairing vessels, are constantly for sale at reasonable prices. The mechanics are as skilful as can be found elsewhere, and the expenses of repairing are more moderate than at any other port in the West Indies. Masters of vessels sustaining injury at sea, and under the necessity of proceeding to a southern port for repairs, are invited to consider the many advantages enjoyed by St. Thomas, not only as it respects the despatch and facility with which their repairs can be completed, but for the certainty of finding there every thing requisite and necessary to complete them, and at prices varying but little from what would be charged in the principle cities of this country.

JAMES H. HICKS & Co.

Boston, Feb 7, 1844.

NOTICE.

ALL persons indebted to the late JOHN THOMAS formerly Pilot in this river, are hereby requested to pay the same into the hands of his Executors, Messrs. John Whitaker and Francis Mahan, and all persons having accounts against the Estate of the said John Thomas, are requested to present them to his aforesaid Executor, in order that they may be finally liquidated—within the term of one month from this date.

Buenos Ayres, June 22nd, 1844.

OIL CLOTH

COATS, Trowsers and Caps, warranted to keep out rain For sale at No. 51, Calle del 25 de Mayo.

TO THE OWNERS OF LEAKY ROOFS.

THE American Hydraulic Cement, for Cisterns, Aqueducts, or water courses of any kind; is perhaps superior to any material yet offered for such purposes—this cement is the only one used on the Public works, Aqueducts, and extensive Canals in the United States, and highly approved by all the Engineers of that country; Cisterns plastered with it are fit for use in a week; on Roofs it hardens in a few hours, and if not cracked by violence will last for 20 or 30 years; in ordinary work it may be diluted 50 per cent more than Lime. Just landed and for sale at No. 231, Calle del Restaurador, or at the Auction Room of Messrs. Thomas Gowland & Co., in Casks of 320 lbs. each. June 20th, 1844.

TO LET.

SINGLE gentlemen can be accommodated with beautiful Rooms at No. 51 Piedras Street.

For Rio Janeiro

THE FINE FAST-SAILING AMERICAN BRIG

"GEORGE GARDNER,"

WILL leave this port early in July. For freight or passage for which she has excellent accommodations, apply to Capt. Walker, at Palmar's, or to Daniel Gowland & Co., Plaza de la Victoria.

To persons having Chacras to rent.

A PERSON fully competent to take the management of a Chacara, or large Quinta, would be glad to meet with some one who may wish to employ him either on halves or on such terms as may be agreed upon. For further particulars apply at Kidd's Hotel, 72 Calle de la Paz.

Alexander Fraser, Boot and Shoe Maker.

BEGS to inform his friends and the public in general that he has commenced business in the above line and by supplying a first rate article he hopes to gain a share of their favours.

No. 50, Calle Piedras, near San Juan's church. N. B. On hand a large stock of Wellington and Clarence Boots, with double soles, and Men's strong Shoes well suited for the season, at Moderate Prices.

NOTICE.

THE copartnership of the undersigned, heretofore carried on in this city, under the firm of HODGSON & ROBINSON, has this day been dissolved by mutual consent. Messrs. Jaime Livarrol & Sons, of this City, being duly empowered to recover all debts in this place, due to one said firm.

J. C. THOMPSON, Witness. JAMES HODGSON, W. C. THOMPSON, Witness. JOHN ROBINSON. Buenos Ayres, June 13th, 1844.

MEN'S ENGLISH CLARENCE BOOTS AND DRESS SHOES.

JUST received at David Felming's No. 8 and 17 Calle de la Reconquista, two cases of Men's strong double soled Clarence Boots, an excellent article to preserve the feet from damp during Winter; one case of do. with single soles; also three cases of English Dress Shoes, of excellent quality.

William Richardson.

SHIP-SMITH and SMITH in general.

No. 33, CALLE 25 DE MAYO.

BEGS leave most respectfully to intimate to Merchants, Captains of vessels, and the public in general, that having entered on the premises lately occupied by Mr. Stephens, he intends carrying on the above business in all its branches, and that from long experience in the various departments of the trade, together with strict attention to execute and study to please, he trusts to merit a share of their favours.

N. B. Cooking Apparatus made to order, and Horseshoeing done.

For Sale.

CHEESES of first-rate quality at the shop of John Reynolds, No. 49, Calle de la Paz.—Price twenty rials to three dollars per pound.

Just Received,

At No. 35, Calle de Cangallo,

A complete assortment of WINTER GOODS

CONSISTING of Gentlemen's morning gowns, velvet and satin waistcoats, French chaquetons, worsted and woolen socks and stockings, merino shirts and pantalons, linen and cotton shirts, gowns, cravats, stocks, braces, cloth and hair brushes, boots, shoes and slippers of all classes, men and boy's hats and caps of all descriptions, bed rugs, linen shoes, fancy leather rags, sailor's mittens and various other articles, all selling at the LOWEST POSSIBLE PRICES.

A superior assortment of Spanish blankets.

The public funds at home have risen to a price unparalleled, since their creation, the 3 per cent Consols being according to the last advices at 99½. This state of things determined the Minister to propose to the House of Commons, to reduce the interest on a certain portion of the debt from 3½ to 3 per cent, and this proposition was carried without a dissenting voice. Upon an operation so truly important the "Standard" London paper of 9th March, speaks as follows:—

The Speech of the Chancellor of the Exchequer last night, in proposing the conversion of the Three-and-a-Half per Cent. stock, received the unanimous applause of the House of Commons—and it deserved it, for the speech is a model in its kind, for it is simple, clear, and unpretending; rare merits indeed, if not singular, in a financial statement. It is proper to say so much of the speech in order to protect it from the common fate of financial statements, the being put aside unperused by the majority of newspaper readers. The plan which this most able and satisfactory speech develops has, however, no small share in the merit of the address. It is easy, the lawyers say, to make a good speech with a good case; in such a case all is gentle downhill work, nice galloping ground; there are no objections to be answered, no bye-roads to be pursued, no halting apologies to be dragged along. Mr. Goulburn's merit is, however, not the less that his task was light, when the task was lightened by his own arrangements, as a statesman and financier. His speech was easily made simple and satisfactory, because his plan is simple and satisfactory; he needed neither bye-ways nor apologies, because he has proposed to himself neither *bye-ends* nor anything for which an apology is necessary. The right hon. gentleman's plan of conversion is as follows:—There are about 250 millions of the public debt (somewhere about a third of the whole) which now pay three and a half per cent. interest, while the remaining bulk of debt pays but three per cent. The effect of the high character of the public faith of the country, and the confidence in the stability of the present government and in the continuance of general peace, has caused a very extraordinary rise (more than 10 per cent.) in the price of these securities since Sir Robert Peel's accession to office, a rise which is the more remarkable because it has been (as the improvement in commerce and manufactures demonstrate), concurrent with the application of an immense amount of capital to active trade; the fact being, however, that the security of British faith has attracted large investments from every part of the world. From whatever cause arising, it is certain that the Three per Cents. yesterday were very nearly at *par*, being at 98½, and the Three-and-a-Half at 2L 10s. above *par*, and this has been pretty steadily the rate of prices for several months. The time, therefore, of paying off or converting the stock, which had improved in value beyond what was contemplated by borrower and lender when the loan was originally made, had plainly arrived. If the nation, by paying 50s., could relieve itself of 10s. interest—observing the strictest good faith all the while—the nation was clearly entitled to do so, and the minister to whose hands the care of the national finances is confided was bound to avail himself of the opportunity of saving some 14 per cent. of a large annual drain. Accordingly, Mr. Goulburn resolved to reduce the Three-and-a-Half per Cents. to Three per Cent., either by conversion into Three per Cent. (paying the marketable difference) or by paying off the whole, at the will of the holder. For many reasons, however, it seemed advisable to break the descent of the holders of the Three-and-a-Half per Cents., instead of holding them to the strict right; the sudden diminution of income to many, though what they ought to have foreseen, might prove inconvenient, while the balance, which in one way or other they were to receive in consideration of that diminution, might, if very great, disturb the Money Market. Upon these considerations, the Chancellor of the Exchequer wisely creates for the occasion an intermediate stock bearing 3½ per cent. interest for ten years; but after that bearing interest 3 per cent., and no more; and into this stock he proposes to convert the 250 millions of Three-and-a-Half per Cents., an immediate saving to the country of 625,000*l.* per annum, and at the end of ten years a saving of 1,250,000*l.* per annum—a saving on the whole, certainly, equivalent to an extinction of fifty or sixty millions of the public debt. This is something to be boasted of by a ministry not more than two years and a half old, which, at its accession to office found the national debt increasing at the rate of three or four millions annually, but Mr. Goulburn makes no boast of the achievement, he leaves the praise where the praise no doubt is ultimately due, to the untiring energy and inviolable good faith of the British nation; and he is right. It is honour high enough for any mortal statesman to say that he is worthy to give direction to such energy, and to be guardian of such faith. And this honour was unanimously awarded last night to Sir Robert Peel and his colleagues, and the nation will confirm the award. Commerce revived and extended—universal peace abroad, conquered by glorious victories over all who disturb it—sedition crushed at home—and 50 or 60 million of the public debt extinguished, without one shilling's weight of pressure upon a flourishing revenue—these are the trophies of 30 months of a Conservative administration. The financial condition of the country will, however, be best understood by reading Mr. Goulburn's speech.

1. The Three-and-a-Half per Cent. Stock consists of the original Three-and-a-Half per Cent. created in 1818	£10,000,000
2. The Reduced Three-and-a-Half per Cents. being the reduction of the Old Four per Cents. first founded in 1760, and augmented by sundry loans and fundings of Exchequer-bills, and reduced to 3½ in 1824	67,500,000
3. New Three-and-a-Half per Cents., being the Old Five per Cents., after two successive reductions in 1822 and 1830, and the Reduced Four per Cents. of 1826, reduced in 1834, first created in 1784.	157,500,000
4. Old Three-and-a-Half per Cent. Debentures and Stock (Ireland), created under various acts of parliament from 1737 to the present time.	14,600,000
	£249,600,000

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	Tons	Consignees	Destinations, &c.
British.				
Mar. 22	Barque Ferris, Henry Buttersfield.	294	John Best & Brothers.	Coast of Africa
Apr. 13	Brig Chamois, George Jury.	295	Charles R. Horne.	London
26	Barque Pantaloon, James Candler.	252	Plowes, Atkinson & Co.	London
30	Brig David Grant, George Lawrence.	197	Henry and George Douce.	London
May 2	Barque Waterville, James Mills.	198	Brownell, Stegmann & Co.	Falmouth
3	Brig Aristocrat, William Thompson.	206	R. & J. Carlele & Co.	Liverpool
6	Brig Lady Charlotte Gnost, J. Frasier.	185	Hughes & Brothers.	Great Britain
13	Brig Amelia, John Teasdale.	327	Barber & Or.	London
27	Brig Adino, John Ross Baxter.	238	Briscoe, Twyford & Co.	Liverpool
June 1	Brig T. H. Haviland, Samuel Thompson.	192	Henry & George Dawse.	London
4	Brig Lady Mary, S. Stone.	253	Brownell, Stegmann & Co.	London
11	Brigantine Clitus, Samuel Chantaplog.	171	Bertram, Le Breton & Dolis.	Exeter
11	Brigantine Charles, George Guibert.	115	Brownell, Stegmann & Co.	Falmouth
12	B. William McDougall, A. McDougall.	120	Rennie Macfarlane & Co.	Liverpool
13	Barque Isabella, Samuel Herbert.	221	Rennie Macfarlane & Co.	Liverpool
23	Barque William Pelle, Joseph Sprot.	279	John Best & Brothers.	London
29	Barque Rambler, Matthew de Gruchy.	254	Santamaría, Llambi & Co.	London
American.				
Sept. 13	Barque Hobart, Collier.	304	Daniel Gowlan & Co.	Salem
May 14	Barque Rosabella, George E. Bailey.	307	Daniel Gowlan & Co.	Boston
20	Barque Henry, William Crewey.	323	Zimmermann, Frazier & Co.	Boston
June 8	Barque Niagara, Stephen Hersey.	316	Bunge, Hutz & Co.	Rio Janeiro
9	Brig Quincey, Samuel P. Savage.	234	Daniel Gowlan & Co.	Boston
9	Brig George Gardner, Hugh S. Walker.	253	Bunge, Hutz & Co.	Santos
12	Brig Junius, Henry Cooper.	116	Zimmermann, Frazier & Co.	Santos
13	Brigantine Delaware, J. C. Benedict.	116	Zimmermann, Frazier & Co.	Santos
14	Brigantine Emma, Edward Scott.	210	Daniel Gowlan & Co.	Santos
23	Brig Falco, John Carter.	210	Daniel Gowlan & Co.	Santos
French.				
May 5	Barque Universel, Louis Voigner.	477	Moset, Dünoyer & Vanni.	Havre de Grace
6	Brig Frederick & Eugene, P. Bronzon.	147	Batouelle Herand.	Cette
14	Brig Alphonse, A. Lecoute.	154	Bertram, Le Breton & Dolis.	Havre de Grace
June 25	Brig Veloce, N. G. Pignonblanc.	135	Llavallol & Sons.	Havre de Grace
Sardinian.				
Jan. 20	Pol. Bella Emilia Domingo Franza.	175	Tomás Rousse.	Genoa
Apr. 23	Zum. Nuez del Rosario, J. Corvoto.	67	Llavallol & Sons.	Brazil
May 6	Brig Cesar, Pedro Viale.	141	Mmanuel Azevedo Ramos.	Jo.
June 6	Polacero Jove, J. B. Chiozza.	137	Jacinto Capriles.	Jo.
Spanish.				
May 5	Barque Bella Polonoa, Juan Sandoel.	162	Llavallol & Sons.	Coruña
6	Brig Aquiles, Juan Requero.	150	Llavallol & Sons.	Havana
9	Brig Arrogante Emilio, J. T. Sandois.	204	Llavallol & Sons.	Havana
25	Brig Vencedor, Juan Rozas.	150	Llavallol & Sons.	Havana
25	Brig Dos Amigos, Jayme Ferrer.	110	Llavallol & Sons.	Havana
25	Brig Leon, Julian Barraran.	160	Zumaran & Treserra.	Cadiz
June 14	Brig Guineu, B. Antrill.	158	Pedro Antonio Sanchez.	Cadiz
9	Polacero Pronta, Geraklo Maristany.	147	Enrique Ochoa & Co.	Jo.
Brazilian.				
June 6	Brig Ana Maria, M. C. Lima.	202	Mmanuel Azevedo Ramos.	Brazil
10	Brigantine Tentador, Antonio Pessoa.	195	Juan G. Martinez.	Jo.
11	Brigan. Expedidor, Jose C. Silva.	150	José Pereira Carneiro & Co.	Jo.
12	Brig Jacuba, Manuel Joa. Rodriguez.	208	A. G. de E. de.	Jo.
19	Brig Pensamiento, Manuel M. Mergu.	225	José Marquez de Souza.	Jo.
19	Brig Rufim, José Ferreira de Arstau.	243	Mmanuel Azevedo Ramos.	Jo.
Swedish.				
June 6	Brig Christian, C. V. Diedrich.	250		
Danish.				
May 23	Schooner Ann, Peter Matzen.	62	Oliver J. Hayes & Co.	Continant
June 8	Br. Sarah & Johanna, J. W. Wittusen.	186	Thode & Co.	Falmouth
9	Brig Codan, H. Eekel.	162	Zumaran & Treserra.	Falmouth
Hamburgh.				
Apr. 17	Barque Laura & Louisa, C. H. Mareks.	300	Thode & Co.	Falmouth
June 9	Brig Alwina, John Both.	150	Bunge, Hutz & Co.	Falmouth
19	Brig Charlotte, John Bestmann.	120	Lewis Winter.	New York
Prussian.				
June 8	Brig Memphis, G. G. Hamann.	190	Mohr, Ludovici & Co.	
Bremen.				
June 2	Brigantine Delta, Daniel D. Spilla.	130	Dickson & Co.	Bremen
3	Brig Luisa Cesar, Martin Wenke.	120	Zimmermann, Frazier & Co.	Havana

FOREIGN VESSELS OF WAR.
BRITISH.—Packet Spider, 6 guns, Lieut. Richard Elsworth Pym, Commander.

MARINE LIST

PORT OF BUENOS AYRES.

June 22nd.—Wind W. N. W.

No arrivals.
Sailed, Sardinian packet schooner Rosa, Andrea Priaró, for Montevideo, despatched by Carlos Galcano, with passengers.
H. B. M's. packet schooner Viper, 6 guns, Lieut. James Carter, Commander, for Montevideo and Rio Janeiro.
Passenger, for Rio Janeiro and England.—Mr. Samuel Chapman.
Passengers for Montevideo.—Messrs. John Rennie, Thomas Hughes.

June 23rd.—Wind W. N. W. hazy.

No arrivals.
Sailed, National polacre Julia, Antonio Nin y Soler, for the Buceo, despatched by Alexander Martinez, with merchandise.
American brig Venezuela, Benjamin Randall, for Boston, despatched by Zumaran and Treserra, with 11,643 dry ox and cow hides, 1000 salted do., 6000 horns.

June 24th.—Wind S. W. Rain all day.

Arrived, National brigantine of war, Vigilante, 5 guns, Captain John Thorne, from the Buceo 20th inst.

June 25th.—Wind S. S. W. Rain all last night.

Arrived, British barque Rambler, 254 tons, Mathew de Gruchy, from the Island Sal, 6th ult., Montevideo 20th inst., with salt to A. C. Santamaría, Llambi, & Cambaceres.

British barque William Piele, 279 tons, Joseph Sprot, from Liverpool 21st April, to John Best and brothers, with general cargo and 122 passengers.
National schooner Dolores, 11 tons, Francisco Catino, from the Buceo 16th inst., in ballast, to order.

French brig Veloce, 135 tons, Nicole Gautier Pignonblanc, from Havre de Grace 10th March, Montevideo 24th inst., with general cargo, to Llavallol & Sons.

Sardinian schooner Estrella del Norte, 73 tons, Juan Bautista Bonisgnor, from the Buceo 23rd inst., with produce to Riaso and Rosa.
 American brig Faleo, 210 tons, John Carter, from Boston 18th March, Montevideo 24th inst., with part cargo to Daniel Gowland, & Co.
 National Schooner Mariana, 50 tons, Juan Bautista Scotto, from the Buceo 23rd inst., with produce to Edward Freyer.

Sailed, Brazilian brigantine Bonito Porto, Anselmo Marquez Vieira, for Rio Grande, despatched by Juan Geronimo Martinez, in ballast.

American schooner Sarah Ann, John Plunkett, for Patagonia, despatched by Jacob Paravicini, with merchandize.

June 26th.—Wind S. W.
 No arrivals or sailings.

June 27th.—Wind W. N. W.
 Arrived, National brig of war, General Belgrano, 24 guns, Admiral William Brown, from Montevideo 24th inst.

Sailed, Prussian schooner Paraguay, F. Bloedorn, for Montevideo, to load for Rio Grande, despatched by Nash, Wilson, & Co., in ballast.

June 28th.—Wind N. N. W.
 Arrived, American packet schooner Fame, George Baker, from Montevideo 27th inst., to Zimmerman, Frazier, & Co. with passengers.

Extracts from the "Nation," Dublin paper of 20th April.

"TO THE PEOPLE OF IRELAND.
 "Conciliation Hall, Corn Exchange,
 10th April, 1844.

"FELLOW-COUNTRYMEN.—I should wrong you exceedingly if I entertained the slightest doubt of your obeying my repeated and distinct advice that you should not allow anything to lead you into violence or breach of the peace whatsoever, no matter what the provocation may be.

"In the next week the sentence will be passed upon us, who are called 'convicted conspirators,' but who are guilty of no crime.

"But you would be guilty of a great crime if you were to commit any act of violence, riot, or tumult. You would be a criminal against your friends. You would harrow up my heart with sorrow and affliction. You would strengthen your enemies. You would disgrace and injure your friends, and you would ruin the sacred cause of Repeal.

"Under these circumstances, I do not entertain the least apprehension of any outbreak. I know the people of Ireland are too wise and too good to commit any crime, or to be guilty of any breach of the peace. They must know—for I assure them solemnly of the fact—that the way to carry the Repeal is by perfect observance of the peace and of the law. Nay, I have not the least hesitation in pledging myself that by the people following the peaceable course which I strongly advise—in fact, I may say command—the Repeal of the Union is not far distant. The last resources of our enemies are being exhausted, and the restoration of the Irish parliament cannot be very remote.

"PEACE AND PERSISTENCE constitutes our motto and our duty. Perfect PEACE—through PERSISTENCE—and, believe me, the Repeal is certain.

"I am, fellow countrymen, your over-devoted and faithful servant.

"DANIEL O'CONNELL."

FRANCE.

The editors of the Gazette de France and Nation were sentenced on Saturday by the Court of Assizes of Paris, the first to six months' imprisonment and 8,000*l.* fine, and the other to four months' imprisonment and 6,000*l.* fine.

The gripe (influenza) continued to make painful progress in Paris. Differing from former visitations of the malady, it has this year proved fatal in very many cases. It is quite true that the King has been slightly attacked by it. M. Duchatel (minister of the interior) was still on Tuesday seriously ill of it. The daughter of M. Guizot was in full convalescence.

SPAIN.

Accounts from Madrid of the 8th instant mention the occurrence of a frightful catastrophe at Felantix, in the Balearic Islands. On the 31st ult. a large crowd of people having assembled to hear a sermon in the old cemetery of the village, the wall which separated the churchyard from the Calle Mayor suddenly fell down, and buried under its ruins upwards of 300 persons. The Alcalde and six members of the Ayuntamiento

and the preacher were among the victims. The Correspondal estimated at 600 the sufferers by the accident, 414 of whom were said to have been killed and 191 wounded.

ITALY.

There was nothing new from Italy on Sunday, but the fall in Neapolitan and Roman stocks on Saturday was believed to be owing to the receipt by express of unfavorable intelligence from Rome or Naples. A courier from Vienna arrived in Paris on Saturday; but his dispatches were said to relate principally to the dispute of Tunis and Sardinia.

OFFICIAL DOCUMENT.

Buenos Ayres, June 21st, 1844.

The Government of Buenos Ayres, charged with the foreign affairs of the Argentine Confederation, has ordered and decreed:—

ART. 1. Nalbro Frazier Esq. is appointed Consul of the Republic, in Philadelphia, North America.

2. Let this be published.

ROSAS.
 FELIPE ARANA.

The *Gaceta* of various dates, contains a list of subscriptions in money, &c., in aid of the war.

A note from the Chief of Police to the Government, states that 1150 persons arrived in this city during the last month, (May), and 462 departed.

The *Gaceta* of 3rd inst. contains the prices current of articles of importation and exportation, for the month of May last.

Monday the 24th inst., was the day of *San Juan*, and it was kept as a close holiday in Buenos Ayres, but it rained incessantly all day and at night, proving a sad drawback to the ball's and *tertulias* which the numerous *Juan's* and *Juanas* of our city, never fail to give, in honor of the day.

On the evening of the festival, (23rd), a number of bonfires were kindled on the Alameda, and at other places, being as we are informed a revival of an old Spanish custom, which had for many years been discontinued.

Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of 28th inst.

British.....	17
American.....	10
French.....	4
Spanish.....	9
Sardinian.....	4
Brazilian.....	6
Hamburg.....	3
Swedish.....	1
Danish.....	3
Prussian.....	1
Bremen.....	2
59	

THE WEATHER.—After a long succession of dry weather, rain fell heavily on Monday, since which it has been again fine and dry, with hoar frost at night.

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

Saturday.....	43
Sunday.....	44
Monday.....	44
Tuesday.....	45
Wednesday.....	43
Thursday.....	44
Friday.....	45

Advertisements.

TREES & PLANTS.

1000 Orange trees of the best Brazil plants, of various ages, some of which are now giving fruit.

500 Lemon trees of the same ages and description; the above trees will be sold at the low prices of from \$10 to \$30 each.

Also a large supply of Pears, Apples, Peaches and Cherries which have been engrafted. The above trees were planted under the care of the late Andrew Thordike, who was well known for his great care and attention, regardless of expense and labour, in procuring the choicest trees, plants and flowers from almost every quarter of the globe. In consequence of the Quinta being now so much crowded with plants and trees of every quality, they are now offered for sale at less than one half their former rates and present value. There are also on the above Quinta, where the late Mr. Thordike resided, trees, plants and flowers of almost every description for sale, which are too great to enumerate. Purchasers will call at the first Quinta passing the Recoleta along the River, or apply at the Calle de la Piedad, No. 113.

The India Musrus, a tree valuable for the Camp, as it unites great rapidity of growth together with fine shelter and durable wood. \$2 each by the hundred trees.

NOTICE.

MESSRS. Bostick and Junior respectfully acquaint their friends and the public, that they have recently received at their Furniture Store, 121 Calle de la Federacion, Mahogany Rocking Chairs, and others of the same material, Rocking Chairs of the ordinary class, Imitation Rosewood Chairs, and American Bird-eye Maple Chairs. Messrs. B. & J. have mahogany veneers for sale. Orders in their line of business executed in the first style, with promptitude, and a moderate charges.

JUST PUBLISHED.

FIRST Principles of Vocal Music, containing Tables, Scales and Examples with explanations, and a few Practical Lessons in Solmization; designed for the use of Schools. For sale at the Office of the Mercantile Gazette.

Committee of BRITISH MERCHANTS.

At a meeting of British Merchants and others connected with the trade between this country and Great Britain held pursuant to public advertisement on Wednesday the 5th instant, the following gentlemen were elected to form the Committee for the year commencing 1st July, 1844.

MR. THOMAS BEST.
 JOHN WYATT SMITH.
 THOMAS HUGHES.
 ALFRED BARBER.
 PATRICK MCLEAN.
 DANIEL GOWLAND.
 JOHN HUGHES.
 Buenos Ayres, 26th June, 1844.

A ROOM to be let answerable for a Counting Office, in an English family at Calle Reconquista, No. 17.

PORT WINE.

OF superior quality, and of different kinds, both in bottles and in casks, is on sale at the house of BARBER and ORR. Calle del Peru, No. 13.

MOCK TURTLE SOUP.

MR. JOSEPH THOMAS successor to Mr. Price in the Loucon Hotel, Calle 25 de Mayo, respectfully begs leave to inform the public that he will have mock turtle soup prepared every day from 12 to 4 o'clock, and the mechanics' dinner at the usual time.

Mutton pies in the evening at supper time, and also dinners sent out according to order. Buenos Ayres, June 25th, 1844.

"Pictorial Times"

OF 10th and 24th February and 16th March 1844. "The Peoples' Gallery of Engravings," part 1st. The person or persons who have taken the above from this Commercial Room, are requested to return them.

PRICES CURRENT.

	₨	s	d	
Doublons, Spanish.....	218	a	219	each
Do. Patriot.....	218	a	219	do.
Plata macuquina.....	124	a	13	do for one
Dollars, Spanish.....	131	a	13	do encl.
Do. Patriot & Patricos.....	131	a	13	do.
Six per cent Stock.....	65	a	70	do. per cent.
Exchange on England.....	34	a	13-16	do. per dollar.
Do. France.....	39	a	394	cent per dollar.
Do. Rio Janeiro.....	134	a	14	per cent. premium
Do. Montevideo.....	13	a	15	do. do.
Do. United States.....	134	a	15	per U. S. dol.
Hides, Ox, for Engrd. & Gerny.....	54	a	57	per pesuda
Do. France.....	49	a	51	do.
Do. North America.....	45	a	47	do.
Do. Spain.....	56	a	57	do.
Do galled.....	38	a	50	do.
Do. Horse.....	16	a	17	do. each
Calf skins.....	52	a	54	per pesuda.
Sheep skins, common.....	26	a	28	per dozen.
Do. fine.....	24	a	36	do.
Deer skins.....	10	a	12	do.
Goat skins.....	35	a	36	do.
Natra skins.....	7	a	74	dol. per lb.
Chinchilli skins.....	35	a	37	dol. per dozen
Horse hair, short.....	20	a	32	dol. per arroba
Do. mixed.....	25	a	27	do.
Do. long.....	70	a	80	do.
Wool, common, washed.....	12	a	28	do.
Do. picked.....	26	a	38	do.
Do. shorn from skins.....	28	a	40	do.
Do. mestiza, dirty.....	15	a	35	do.
Tallow, pure.....	23	a	24	do.
Do. raw.....	10	a	104	do.
Do. with grease.....	12	a	14	do.
Jerked beef.....	14	a	25	per quintal.
Horns, mixed.....	140	a	150	per thousand
Do. Ox.....	350	a	400	do.
Shin bones.....	75	a	80	do.
Hate cuttings.....	30	a	32	per 100 lbs
Ostrich feathers, white.....	12	a	14	per lb.
Do. black.....	10	a	12	do.
Salted tongues.....	8	a	16	per dozen
Salt, on board.....	15	a	16	per fanega
Discount.....	11	a	11	pr. ct. pr month

The highest price of Doublons during the week 2184 dollars
 The lowest price 2184 dollars
 The highest rate of Exchange upon England during the week 3 13-16 pence. The lowest do. 34 pence.

GEORGE THOMAS, Responsible Editor