

# British Packet



## AND ARGENTINE NEWS.

No. 939]

BUENOS AYRES, SATURDAY, AUGUST. 17th, 1844.

[Established in 1826

### BUENOS AYRES.

We have no news this week from the Confederate army, nor even from Montevideo. Consequently we know nothing of the issue of the remonstrances said to have been made by the British and Brazilian Chargés d'Affaires against the new indiscriminate war impost levied by the Riverista rulers, in the shape of door and window taxes, &c.

The last intelligence from Rio Janeiro comes down to the 30th ult., at which period the excitement which the Riverista agents had contrived to produce among a portion of the press had almost entirely subsided.

From the *Gaceta Mercantil*.

#### GENERAL ROSAS,

AND THE EVENTS OF THE RIO DE LA PLATA.

(Continuation.)

In what the so-styled "British resident" terms "vague generalisms," principles beyond all question, or rights of a most positive nature and common to all nations, are to be found. And as these are the rules of public and private conduct, since the origin of every political association known by tradition or history, a cause and a government are certainly justified, when in the acts of the latter are shown the consequences of a principle or the exercise of a right. If this defence were not justificatory, it would be necessary to establish a hypothesis irrespective of the public law and peculiar legislation of all nations. And it would even be requisite to adapt the political history of the greatest people to this hasty creation of party hate. What possible reply could the "British resident" make to such absurdity.

This observation does not induce us to forego the analytical examination of the facts; and we only throw it out in consequence of the frenetic violence with which the opinion of the age is appealed to, commencing with the denial of all principle and all right. And are they not principles and rights, though false the one, and absurd the other, those that are invoked by the very man that rejects them in their just and necessary application by the government of General Rosas. Can there be principles and right, to excuse the crimes of the ruthless Unitarians rebels, assassins, and traitors, to their country... principles and rights for foreign violators of neutrality and public faith, and not for the legal and national government so barbarously assailed, for the defence of an independent country, in a just and necessary war, to which it has been provoked by the unspeakable ferocity and perfidy of its enemies? There can only be an enigma here for those who commit this scandal; and by thus appealing to H. B. M.'s Minister, they clearly call in question that right exercised during a long series of years by the British government in protracted periods of civil broil and foreign war. This is to dispute the exercise of a right, by which Great Britain, after sanguinary catastrophes and tremendous wars, has reached the summit of its greatness, and the reigning house consolidated one of the most powerful dynasties in the civilized world through the extirpation of intestine faction and the triumph over foreign foes.

Hence has been seen the special attention lately bestowed by Sir Robert Peel and the Earl of Aberdeen to this great question of principles, "...this paramount right of independent nations. "It is only for the interests of the world that we must interfere;" and the interests of the world are certainly separated by the broad line of distinction from the cause of the ruthless Unitarians, rebels against all law and national authority, ferocious and perfidious assassins not only of the Chief Magistrates of the country but also of the meanest citizens, and associates of the foreigners who cruelly imbrue in blood the generous countries of their emigration, subverting the laws, principles and treaties under whose shelter they have been admitted and have prospered without any molestation. And on other the hand an European nation which, from grievous error, should countenance such wretches could not represent for the New Hemisphere the interests of the world, as in like manner an American nation could not represent them for Europe.

We do not consider ourselves obligated, as the so-styled "British resident" does, to ask leave to sustain the law of all civilized nations; on the contrary we believe we have a right unhesitatingly to brand as inhuman offenders against the liberty and peace of the world all those who deny the authority and force of that law, common to all nations, divesting a portion of America, and implicitly the whole of it, of the independent rank which it actually possesses and which has been recognised by the world. We cannot refrain from characterising with the severe, but necessary and appropriate language of justice and truth, passions, interests and men displaying such extreme acerbity, arrogance and cruelty.

We will not analyse the facts with a view to embellish or disguise them. We have nothing to do with the paltry subterfuge employed by the supposititious "British resident" in selecting the most serious periods of the war in order to magnify its horrors, or frigidly to exaggerate the number of its victims. It is on the fields of battle, in the legal executions, and amid the very excesses of a long and deep struggle that satisfactory and honourable motives are to be found for the justification and glory of the Argentine nation, of General Rosas, and of the brave, faithful and virtuous Oriental people presided over by an illustrious hero of their independence and liberty, and so infamously calumniated by the impostors, who, on the River Plate, make a trade of this kind of brutal acrimination.

The Argentine press has not refused the fullest discussions of this kind of argumentation; and if it can be chided for any thing it is for having been to diffuse respecting episodes of foreign war and civil strife which contemporary governments scarcely notice, as inevitable consequences, in laconic messages, and which the press of the friendly nations of Europe does not even deign to justify, in the persuasion that no one will absurdly call in question their right or their misfortunes, unless it is wished to offend and war against them at all hazards.

But when the scandal has been carried to the most cruel excess, with respect to America, independent and free, by those very men who have profitably improved its emancipation, and even its struggles, it is necessary not to stop at false dignity but to wrench from injustice and force even the pretext of silence.

Faithful to the inspiration of humanity, we shall enter into an examination of all the cases, even those most indistinctly presented, in the "Tables of blood" again brought forward by the anonymous scribe; not because they are not already refuted by their very contradictions and absurdities, but in order that it may be seen that the pretended "British resident" has gone no further, in his atrocious fabrications, than the ruthless unitarian and sacrilegious thief, José Rivera Indarte, the author of that weak

of imposition, and who withal is placed in the pamphlet on a level with the most celebrated and honourable writers of the day.

The supposed "British resident" pretends that Mr. Mallalieu has indulged in ignoble personalities against Commodore Purvis and Rivera. The tenour of the letter of the London writer leaves no room to doubt respecting this calumny; particularly as he states—"It is not on light grounds that the conduct of a British officer should be arraigned, and that officer, I am free to admit, one of the most gallant in the most renowned service in the world." Mr. Mallalieu only condemns in Commodore Purvis, without offence to his personal qualities, his serious jeopardising of the interests and honour of Great Britain, by the violation of Public Law and Treaties, and even the injunctions of his Government. This is the least that a British writer could do in regard to a refractory officer who has confounded bravery with an impulse of rashness and cruel perfidy, and who has of his own authority violated peace and broken treaties; and who, amidst the wailings of humanity, has cooperated in profusely shedding both European and American blood.

(To be continued.)

Don Antonio Toll, has been appointed to the command of the National squadron off Montevideo *ad interim*. He visited the National brig of war General Echagüe, in the Inner Roads, on Monday last, on which occasion he was saluted with 11 guns by the National brigantine of war Vigilante, which was then getting under way to proceed to the Buceo.

Rio Janeiro, July 27th, 1844.

A decree altering the anchorage duty has been published to go into effect after the 6th of November. It will then be 900 reis per ton without regard to the time the vessel remains in port, if she brings a cargo and carries one away; if in ballast, and loading, only 450 reis per ton; if entering and departing without breaking bulk 333 reis. Vessels in distress pay no duty unless they discharge cargo for sale, but will be allowed to discharge sufficient to pay expenses of repairs without incurring the anchorage duty.

"Ascension Day" (15th inst.) was kept as a close holiday in Buenos Ayres.

#### Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of 16th inst.

British.....	19
American.....	8
French.....	5
Spanish.....	9
Sardinian.....	8
Brazilian.....	4
Hamburg.....	1
Swedish.....	2
Danish.....	5
Bremen.....	1
Austrian.....	2
	63

THE WEATHER during the greater part of the week has been cold and seasonable.

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

Saturday.....	54
Sunday.....	63
Monday.....	52
Tuesday.....	46
Wednesday.....	48
Thursday.....	58
Friday.....	49

**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; competent persons, after very careful examination, and witnessing 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 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 principal cities of this country.

JAMES H. HICKS, & Co.

Boston, Feb. 7, 1844.

**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, at M. Steadman's shop No. 54, Calle de la Universidad, fronting the College, and at the Libreria del Señor Ybarra, No. 28, Calle de Potosi. Price \$10.

**DAVID FLEMING**

BOOT and Shoe maker respectfully informs his friends and the public that he has removed from No. 8 to No. 17, Calle de la Reconquista, in the commodious premises formerly occupied by Mr. Fortia, where he continues to carry on the business in its various branches, and hopes by strict attention to merit a continuance of the very liberal patronage he has constantly received from his customers in town and country.

N. B. Always on hand a good assortment of foreign boots and shoes.

**JUST RECEIVED**

FROM England and on sale at No. 17 Calle de la Reconquista, 1 case Wellington boots and 1 case Blucher.

**Cloth & superfine Pilot Cloth Surtouts**

OF superior workmanship, from \$17 to \$20 each; also pilot cloth of different qualities at very reduced prices, now selling at No. 55 Calle de la Piedad.

**NO CURE NO PAY.**

BLAKE'S Tincture, superior to any thing yet offered in this City for the tooth ache. Sold at No. 55 Calle de la Piedad, price \$2 with directions for use.

**SALTED BEEF.**

OF first rate quality, about one month old, is selling at the low price of \$100 currency, or \$3 Spanish, in the Butcher's Shop on the Beach, No. 19, where Captains will likewise find fresh beef and vegetables every day. Any orders for provisions, &c. will be executed with the greatest promptness, and at as low prices as possible. Salted tongues in barrels of 8 doz. each, at \$100 per barrel.

**VINES**

THREE and four yards long, may be had at the Quinta Calle del Temple, No. 353.

We are sorry to see that the Prince de Joinville, an intelligent and, we believe, popular young man, whose devotion to his profession we cannot but respect, is holding out a signal of alliance to the foolish war party in his country. He does not indeed indulge in the empty declamation which characterizes the more senseless anti-Whig politicians. He writes practically, like a seasoned officer, and temperately like a gentleman; and further, he is forward to disclaim any hostile meaning.

"If I speak of England," he says, "as I may do of any other country, it will not be in a narrow spirit of animosity, or even of national rivalry, but merely to point out by reference to what is occurring in foreign countries what we ourselves ought to aim at, and what we ought to avoid. If I talk of war, it is not by any means that I wish my country to exchange the blessings of peace for its ruinous hazards."

Nothing could be further from the Royal author's thoughts than to suggest an irritating idea, to appeal to an angry feeling, to encourage a warlike aspiration, or in any way sanction those rancorous prejudices (we can really use no lighter term) with which France is known to be overflowing.

"If he speaks of England and of war," it is not to direct the minds of his countrymen to any connexion between these two thoughts, but merely because they happen to furnish a convenient illustration of his ideas on marine policy.

"Taking therefore a state of war," he proceeds, "as the base of my reasoning, I shall pick out a case which will elucidate my thoughts; and I will suppose France obliged to defend herself against the most powerful of maritime powers—that is, against England. Having stated this, and proceeding according to this plan, but always reasoning in the abstract, and by way of hypothesis, I now enter into my subject."

And so he proceeds to write a pamphlet in effect upon the best mode of carrying on a naval war with England. "Friend," quoth the Quaker, "I advise no slaughter; but if thou meanest to hit those men in blue jackets, thou should'st elevate the muzzle of thy engine a good three inches." Under the particular circumstances of the case, and in the present excitable state of the French mind, considering his own opportunities for quietly submitting his thoughts to his father and the French Ministry, considering that father's long-sighted keenness, which renders the rejection of any really valuable hint in the highest degree improbable, and his (professed) displeasure at the publication of his son's pamphlet, considering, we say, the obvious inconvenience and questionable advantage of giving these thoughts to the world, we can scarcely avoid the conclusion that the Prince de Joinville, though he "advises no slaughter," is not at all unwilling to give the full advantage of his countenance and advice to that clamorous party which does. Nor can it be overlooked that the great practical recommendation which his essay involves is one with which, in spite of incidental scandals, his Royal father can scarcely fail to be well pleased, and by which he certainly will not fail to profit, an increase of the vote for the maintenance of a steam navy.

This steam navy is the subject of the Prince's observations. He fixes the attention of his readers at once on that great revolution in naval war which is unquestionably coming, rather which has silently taken place from the introduction of steam; of which, however, the full results, never yet experienced, are to burst upon us in their full force for good or for evil when next we find ourselves engaged in war with any great naval Power. It is a serious consideration that our small island is encircled by what is now a great high road, on which large armies may be moved, at the will of their general, with a speed and facility wholly unparalleled in previous warfare. That a body of 20,000 or 30,000 men may be conveyed during the darkness of any winter's night from the nearer French harbours to any point of our south-eastern coast, may threaten, during a summer's day, the whole line of country from Dover to Plymouth. Add to this the annoyance which may be inflicted on our homeward-bound merchantmen beating up the Channel by steaming privateers of Brest or Havre; and finally, the simplicity of steam manœuvres, which may supersede, we know not to what extent, the dearly-earned skill and experience of the English sailor; and we have a vista of possibilities in which the enemy of England might well be excused for revelling, and which the Prince de Joinville appears not all disinclined, as far as in him lies, to develop into hard facts. He looks upon the application of steam to warlike purposes as a fresh chance for the world against England, a new state of things for which the previous one furnishes no precedent. And he is right. Naval war is a new game, to which genius has not yet been applied; and we can scarcely guess what new combinations, what unexpected methods of attack and defence, genius will devise. All we can say is, that old traditions will be found almost certainly inapplicable. To supply their place we must trust to that which has never yet failed us, the boldness, energy, and resource of the English character.

And happily those energies have not as yet been backward to develop themselves under their new conditions. It is not to be forgotten, and the Prince de Joinville certainly cannot be accused of forgetting it, that this new element of war is of our own creation, and that if the English man-of-war, with all its magnificent circumstances, were at this moment as nearly extinct as the English four-horse coach has become we should still, in the steam navigation which would take place, be as far beyond the rest of the world as we were in the days of Nelson and Collingwood. With the exception of the United States, foreign nations seem as little able to deal successfully with steam as with the winds. We know not what a war might elicit, but hitherto we alone have been able to reduce this new and unruly power of nature to full obedience, and the springs of further invention and improve-

ment are obviously in the hands of the English mechanician. In the weapons of offence which this new warfare supplies, we are richer than our neighbours; and if steam exposes our coast to attack, we may remember that it likewise ministers facilities for defending them. If a steam fleet will hurry an army along the sea, a railroad will carry it with double rapidity across the land.

"Who can doubt," says our author, "but that with a steam navy strongly organized, we have the means of inflicting on our enemies' coast losses and sufferings unknown to a nation which has never felt the miseries that war brings in its train? And at the close of these miseries England would suffer from another evil to which she is equally a stranger, that of lost confidence. The riches accumulated on her coasts, and in her ports, would have ceased to be placed in security."

Possibly. But there is another side to the picture; the same freedom of motion which exposes the English coast lays open likewise the French harbours. We may prove able to defend ourselves by annihilating their means of offence. We are not now dependent on the will of a French Admiral for the opportunity of dealing a crushing blow: we may find ourselves able to reach them, though they will not come forth to meet us. In that case they may perhaps gain little by exchanging the uncertainty and embarrassment of an ancient sea-fight for the unfeathered movements and lightning-like operations of steam warfare.

But all this remains to be proved. Meanwhile we are playing for high stakes, and it will not do to lose a move. Our rulers must take, if they have not anticipated, the hints that the Prince de Joinville intends for his countrymen. In whatever shape the trial is forced upon us, it is their business to provide that it shall not find us unprepared.—*Times*, May 18th.

Amongst the impudent lies of the *Nacional* of Montevideo, is one averring that Commodore Purvis has been made an Admiral of for his services in this River. For our own part we care not what they make of him, so long as they "shelve him" again, from which it was a sad misfortune so fatal a meddling was ever taken. We believe it is true that this misguided man expects the promotion in question, but it is most probable from the place in which his name appears in the Navy List, and from the course of events, that he will never receive it. Cannot he be content with the praises and serenades he has received from his Montevideo friends, with the fact that the Riverista battery there called "*Commodore Purvis*" still exists as a memento of his neutrality, that the foreign mercenaries who keep Montevideo from its legitimate owners still hail him as their patron Saint, and above all in the manner in which he has been recently lauded in the French Chamber of Deputies by the mountebank *Thiers*.

We have been favoured with a Valparaiso paper containing the message of the Government of Chili, on the opening of the Legislative Chambers on the 1st of June, 1844. It speaks of the prosperous state of the Republic and its amicable relations with all nations and in regard to this country it says:—

"We have positive advices of the approaching arrival of a Minister from the Argentine Republic, who in all probability will remove the obstacles to the reestablishment of the former relations between this Republic and the Federal Provinces."

**ARGENTINE THEATRE.**

On Saturday evening last was performed a three act piece called "*El Mercader Flamenco*." Two *Cavalinas* were sung, one by Señor Lucci, the other by his daughter Carmen, they afterwards sang a duet of no great merit, from the opera *L'elixer D'amore*. The house was well attended.

**VICTORIA THEATRE.**

The dramatic representations at this theatre, continue as heretofore.



From the Atlas of 25th May  
STEAM NAVY OF FRANCE.

The Prince De Joinville, one of Louis Philippe's younger sons, who, like our own William, has been brought up to the naval service, has just published a pamphlet which has attracted considerable attention among our French neighbours. The object of it is to point out the proper means for France to pursue in order to regain her position as a leading maritime nation in the event of a naval war. Without expressing any particular prejudice against England, or indulging in any of the clap-trap about *la perfide Albion* which is so popular with a certain class of writers on the other side of the Channel, the Prince quietly assumes, as an incontrovertible fact, that a war with England is an event quite within the range of political probabilities; a prediction which, like many others, may bring its own fulfillment if the present prudent and pacific monarch, who restrains the unruly passions of the French Democracy, should be succeeded on the throne by some more belligerently-disposed scion of the Orleans dynasty. Adverting, therefore, to the probability of a war with England at some future period, the Prince urges that, as the only means of giving France a chance of coping successfully with her rival on the seas, she should concentrate her whole energies in the creation of a formidable steam-marine. The enormous and increasing superiority of the mercantile marine of England will, in the opinion of the Prince de Joinville, always secure to her a decided preponderance in the old methods of naval warfare. All the seaports of France together can hardly furnish a sufficiency of thorough bred seamen to equip one considerable fleet for a single action. England, on the other hand, can command almost any number of seamen on an emergency, and can fall back, after repeated losses, on an unexhausted reserve of seafaring population. All the attempts of France to create a similar population by bounties and restrictions have signally failed, and the anti-free-trade system which she has adopted for the protection of a few monopoly interests, has given the last blow to her mercantile marine by ruining her colonies and foreign commerce.

The Prince De Joinville, therefore, wisely recommends that the attempt to contend against such overwhelming odds should be at once abandoned, and the direction of France turned to the new branch of maritime warfare opened out by the discoveries of steam.

The French, though not a seafaring, are, he argues, an ingenious people, with an aptitude for scientific inventions. They will never make such good Jack Tars as the English; but there is no reason why they should not make as good engineers and stokers. A steam-boat is worked by comparatively few hands, and although France may not be able to command a sufficient number of experienced seamen to man a fleet of line-of-battle ships, there is no reason why she should not have as many steamers as she can find money to build.

There is a good deal of truth in these observations, but we are satisfied that if, unhappily, the contemplated contingency of a war between France and England should arise, the sceptre of the seas will not be endangered in our hands by the application of our own inventions. After all, steam-boats can never be any thing more than the skirmishers in a system of naval tactics. The broad side battery of the line-of-battle ship must still remain the solid nucleus of strength, the phalanx whose disciplined weight gives solidity to the array. Fifty steam-frigates would not be a match in fair line of battle for one of our new three-deckers. Nor is there any reasonable ground to apprehend that the French could vie with us even in this new department of steam. Here, also, we have a most important reserve in our mercantile steam-marine, which must be taken into account in any comparative estimate of our force. The disproportion between the mercantile steam-marine of France and England is fully as great as between their marines of ordinary sailing ships. We could equip a hundred steam-frigates at a fortnight's notice, and could obtain, by a single advertisement in the Gazette, more practical engineers than France could educate in ten years. In money, also, we have an equally decided advantage over France. We could on an emergency, raise a much larger sum by taxation, or by loans, and could, therefore, build and equip a larger number of war steamers. The superior rapidity of movement of a steam flotilla would tell more in our favour from our insular position, which would enable us to menace every point at once on the widely extended sea-coast of France with sudden incursions, while a French expedition could never be hazarded on an adventurous night-run across the Channel in the face of a superior naval force, and with the certainty that retreat would be cut off. The only point where the application of steam to war might seriously endanger us would be in Ireland. In the event of a repeal, rebellion, or civil war in that country, it might be more easy for France to run over supplies of men and ammunition, or to throw a division or two by way of forlorn hope amidst the insurgent population.

On the whole, however, we feel little apprehension that the wonderful invention of English skill and enterprise, which has given us such an extraordinary superiority over all the other nations of the world in the triumphs of peaceful industry, would prove less serviceable to us if, unhappily, it should be called into play, in the more destructive service of warfare. Most sincerely, however, do we hope that we may never be driven to the necessity of furnishing a practical disproof of the Prince De Joinville's theory by a war, however glorious or successful. Steam is far too noble an invention to be applied to such base uses as irrational butchery.

**FOREIGN WOOL TRADE.** Leeds, May 31.—The demand for foreign wool continues limited; which may be attributed in some measure to the manufacturers generally purchasing as sparingly as their immediate requirements will permit, in the expectation that prices will be lower when the import duty has been taken off.

**ENGLISH WOOL MARKET.** Leeds, May 31.—This week, being Whitsun-tide, has been chiefly a holiday. The transactions in wool have therefore, been very small.

**WAKEFIELD WOOL MARKET.** May 31.—We have no demand whatever for any description of combing wools this week. We have also little doing in blanket or low clothing wools, and prices of all descriptions are merely nominal.

**PONTEFRAC WOOL MARKET.** May, 25.—We had a large supply of wool to-day, and a good attendance of staplers from the clothing districts, who bought up the whole at 13s. 6d. to 14s. 6d. per stone.

**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.
<b>British.</b>				
May 27	Brig Adino, John Ross Baxtor.....	228	Briscoe, Twyford & Co.	Cork or Falkland.
June 4	Brig Lady Mary, S. Stone.....	253	Brownell, Siegmund & Co.	Liverpool
13	Barque Isabella, Samuel Herbert.....	221	Reinis Macfarlane & Co.	Liverpool
25	Barque William Peile, Joseph Sprout.....	279	John Best & Brothers.....	London
25	Barque Rambler, Matthew de Gruchy.....	254	Santamaria, Llambi & Co.	Falmouth
29	Brigantine Navigator, John Lefevre.....	145	Brownell, Siegmund & Co.	Falmouth
29	Brig Thomas Leech, Ed. Golding.....	188	Anderson, Weller & Co.	Cork
July 1	Schooner Unicorn, Philip Tousel.....	136	Santamaria, Llambi & Co.	Exeter.
4	Brig Amy, John Dixon.....	232	Bertram, LeBreston & Delisle	London.
11	Brig Paragon, George Dunn.....	212	Santamaria, Llambi & Co.	London.
12	Brig Isabella, James Brown.....	250	Henry & George Dowse.	Liverpool.
15	Brig Bella Portia, J. W. Pyott.....	238	Parlane, Maculister & Co.	Africa.
15	Brig Lotus, John Drinkwater.....	134	Gifford & Brothers.....	Falmouth
28	Brig Mary Ann, W. Duncanson.....	210	Henry & George Dowse.	Plymouth.
29	Brig Tno, John Hoop.....	212	Linghes & Brothers.....	Falmouth
Aug 5	Brig James Gibson, James Stuart.....	221	Brownell, Siegmund & Co.	New York.
7	Brig Prince of Wales, James Russell	199	George Bell.....	London.
<b>American</b>				
Sept. 13	Barque Hobart, Collier.....	204	Daniel Gowland, & Co.	Baltimore.
July 4	Bar. Col. Howard, S. H. G. Prentiss.....	324	Zimmermann, Frazier & Co	Boston.
8	Barque Bostonian, Joseph Emerson.....	267	Daniel Gowland & Co.....	Boston.
15	Bar. Chancellor, Andrew Beauvais.....	277	Francis Dominick.....	Boston.
19	Bar. Moscow, Thomas C. Simpson.....	277	Zimmermann Frazier & Co	Boston.
19	Brig Amazon, William S. Wedge.....	233	Zimmermann Frazier & Co	Boston.
Aug. 11	Bar. India, Wm. A. Selby.....	184	Zimmermann, Frazier, & Co	Boston.
12	Bar. Caroline, Oliver G. Lane.....	191	Zimmermann, Frazier, & Co	Boston.
<b>French.</b>				
June 29	Barque Tourville, A. Bonzam.....	306	Zumarán & Treserra.....	Havre de Grace.
July 1	Barque Mexican, Henri Cabanne.....	235	Llavallo & Sons.....	Marseilles
15	Brig Caroline, Antoine Mazel.....	138	Bartolomeo Herand.....	Cette
Aug 8	Bar. Paquetbot de la Plata, Belzagaz.....	185	Llavallo, & Sons.....	Havre de Grace.
10	Barque Turenne, Felix Larché.....	144	Zumarán & Treserra.....	Havre de Grace.
<b>Sardinian.</b>				
Jan. 20	Pol. Bella Emilia Domingo Fidanza.....	175	Tomas Rouse.....	Genoa.
Apl. 23	Zum. Nuss. S. del Rosario, L. Corveto.....	67	Llavallo & Sons.....	Rnoe
July 11	Barque Bifonte, Cayetano Gazzolo.....	193	Pietranera & Co.....	Bahia
11	Polacre Nina, Francisco Reforzo.....	182	Pietranera & Co.....	Bahia
11	B. S. de la Misericordia, Rocca Icaza.....	149	Jacinto Caprile.....	Bahia
27	Brig Correo, Santiago Zino.....	161	Pietranera & Co.....	Bahia
Aug 5	Brigantine Francisco, Luis Corveto.....	125	.....	.....
12	Schooner Paz, Antonio Pitto.....	91	.....	.....
<b>Spanish.</b>				
May 25	Brig Dos Amigos, Jayme Ferrer.....	110	Llavallo & Sons.....	Havana
25	Brig Leon, Julian Barraran.....	160	Zumarán & Treserra.....	Bilbao
June 4	Brig Cacique, B. Autrih.....	158	Pedro Antonio Sanchez.....	Cadix.
9	Polacre Pronta, Gerardo Maristany.....	147	Enrique Ochoa & Co.....	Havana
29	Polacre Antilla, Geronimo Millet.....	118	Llavallo & Sons.....	Havana
July 3	Barque Union, Ferreyros.....	135	Llavallo & Sons.....	Coruña
22	Brig Nuevo Santa Cruz, J. J. Gorrdo.....	129	Eduardo Freyre.....	Malaga
27	Brigantine Churruca, Manuel Truch.....	136	Llavallo & Sons.....	Havana.
Aug. 12	Pol. Maria, Francisco Illas.....	105	Llavallo & Sons.....	Havana.
<b>Brazilian.</b>				
July 5	Brig Independente, J. F. X. Fereira.....	180	Mmanuel S. Monteiro.....	Brasíl.
20	Brig Feliz Union, A. F. da Cunha.....	183	Mmanuel Acedo Ramos.....	do.
Aug 5	Brig Belisario, M. S. Santos.....	232	Mmanuel Acedo Ramos.....	do.
11	Brig Suarez, José A. Cabral.....	177	Juan G. Martinez.....	do.
<b>Swedish.</b>				
June 4	Brig Christian, C. V. Desrich.....	250	.....	Havasa
6	Brig Svea, C. E. Olsen.....	250	Thode & Co.....	Hamburg
<b>Danish.</b>				
Brig George & Aloys Dirck Tlesson.....	332	Brownell, Siegmund & Co.	Antwerp.	
June 29	Brig Catherine, M. A. Anderson.....	202	J. Klic & Co.....	Havasa
July 1	Brig Henrietta Sophia, F. Muller.....	217	Thode & Co.....	Antwerp.
16	Ship Opra, J. J. Holdt.....	200	Mohr, Ludovici & Co.....	Falmouth
23	Barque Orion, H. Matthieson.....	236	Thode & Co.....	Havasa
<b>Hamburgh.</b>				
July 27	Bar Catharina Dorotea, A.W. Boljain.....	180	Mohr, Ludovici & Co.....	Falmouth.
<b>Bremen.</b>				
June 3	Brig Luisa Cesar, Martin Wenke.....	120	Zimmarmann, Frazier & Co	Havasa
<b>Austrian.</b>				
June 2	Polacre Minn, Marco Iccasovich.....	121	Risso & Rosa.....	Buceo
Aug 10	Brig Restaurador Rosas.....	332	Rissa & Rosa.....	Buceo

**FOREIGN VESSELS OF WAR.**  
BRITISH.—Schooner Cockatrice, 5 guns, Lieut. Justus Orzham, Commander  
Schooner Viper, 6 guns, Lieut. James Carter, Commander.  
Brig Philomel, 6 guns, Captain Bartholomew James Sulivan.

**MARINE LIST.**

**PORT OF BUENOS AYRES.**

Sailed, at night on the 9th inst., French schooner of war Eclair, Lieut. Morier, for Montevideo.  
Passenger. Mr. John Greenway.  
August 10th... Wind E. S. E. ... Strong.  
Arrived, H. B. M.'s brig Philomel, 6 guns, Captain Bartholomew James Sulivan, from Colonia 10th.  
French barque Turenne, 214 tons, Felix Larché, from Parnagua 10th ult., Montevideo 7th inst., with part cargo to Zumaras and Treserra.  
Austrian brig Restaurador Rosas, 332 tons, Spicione Vucassovich, from Trieste 8th May, with general cargo to Risso and Rosa.  
August 11th... Wind N. Slight rain.  
Arrived, Sardinian packet brigantine Lusitano, Bartolomeo Dassory, from Montevideo 10th inst., to Llavallo and Sons with Passengers.  
Brazilian brig Suarez, 177 tons, José Antonio Cabral, from Rio Janeiro 16th ult., Santa Catalina 30th do., Montevideo 8th inst., with sugar, tobacco, &c. to Juan Geronimo Martinez.  
American barque India, 184 tons, William A. Selby, from Philadelphia 20th May, Montevideo 10th inst., with 80,000 feet lumber and sundries to Zimmermann, Frazier, & Co.  
National brigantine Especulacion, Vicente Piarone, from the Buceo 9th inst., in ballast to Vicente Casares.  
Sailed, Sardinian polacre Maraquita, Ambrosio Bacaro, for Brazil, despatched by Pietranera, Piaggio & Co. in ballast.  
August 12th... Wind W.  
Arrived, American barque Caroline, 191 tons, Oliver G. Lane, from Rio Janeiro 31st ult., with general cargo to Zimmermann Frazier & Co.  
Spanish Polacre Maria, 105 tons, Francisco Illas, from Havana 23th April, Buceo 9th inst., with sugar to Llavallo & Sons.

Sardinian schooner Paz, 91 tons, Antonio Pitto, from Puerto Alegre 13th ult, Rio Grande 24th do. Montevideo 10th inst, with part cargo, to order.

Sailed, National barque Sirena, James W. Goodrich, for Gibraltar, despatched by Nelson Hartwig, in ballast.

Sardinian packet schooner Carmen, Pablo Bartolome Cavassa, for Montevideo, despatched by Rizzo and Rosa, with passengers.

National brigantine of war, 5 guns, Captain John Thorne, for the Buceo, conveying the National brigantine Palma, with provisions &c. &c. for the National squadron off Montevideo.

August 13th... Wind W. hazy.

No arrivals.

Sailed, American brig Junius, Henry Cooper, for Boston, despatched by Bunge, Hutz & Co., with 9520 dry ox and cow hides, 2 bales with 60 arrobas hair, 4 do. with 2800 lbs. ostrich feathers, 8 do. with 1500 doz. nutria skins, 2 do. with 80 doz. goat skins, 291 do. with 8730 arrobas wool, 1 box with 10 doz. chinchilla skins.

British brig T. H. Haviland, Samuel Thompson, for London, despatched by Henry and George Dowse, with 31 dry ox hides, 3948 salted do., 550 salted horse hides, 11,000 horns, 51 quintals hoofs, 168 pipes and 7 hogheads with 6500 arrobas tallow, 30 bales with 850 dozen sheep skins, 14 do. with 420 arrobas hair, 8 do. with 800 horse hides, 2 do. and 18 bags with 150 arrobas wool, 13 boxes fossil bones, 1 do. books.

August 14th.—Wind N. W. hazy.

No arrivals.

Sailed, French brig Ave Maria, Bastruche, for Havre de Grace, despatched by Mosca, Duoyner and Vanni, with 5167 dry ox hides, 25 salted do. 10,000 horns, 55 boxes with 440 arrobas tallow, 2 packages skins, 17 bales with 170 quintals hide pieces, 77 bales and 59 chiguas with 3000 arrobas hair, 72 do. and 8 chiguas with 2280 arrobas wool, 1 box sweetmeats, 2 chiguas sheep bones.

Passengers—Messieurs Mellan, Kgarioru, Lambert and a lady.

August 15th... Wind N. W. hazy

Arrived, British barque Jean Baptiste, 224 tons, Levi Honeyburn, from Glasgow 1st June, Montevideo 11th inst., with general cargo to Anderson, Weller & Co.

Passengers.—Miss Mary Hall, Miss Margaret McMorine and Mr. James Hoare.

National schooner Bella Teresa, 66 tons, Juan Bautista Selis, from the Buseo 10th inst, to the Captain will produce.

Sailed, American brigantine Colombia, George Washington Barney, for Patagonia, despatched by Daniel Gowland & Co., in ballast.

National brig Fanny, Thomas Cannel Smith, for Patagonia, despatched by Nelson Hartwig, in ballast.

August 16th Wind N. N. W. ☽

Arrived, American packet schooner Fame, George Baker, from Montevideo 10th inst, Colonia 15th, to Zimmerman, Frazier & Co. with some cargo and passengers.

Sailed, French polacre barque Banares, Augustina Tavares, for Marseilles, despatched by Marion Laplane, with 2209 dry ox and cow hides, 1000 salted do., 60 pipes with 2280 arrobas tallow, 3000 horns, 97 bales with 2910 arrobas wool, 27 do. with 800 dozen sheep skins.

H. B. M.'s Philomel, 6 guns, Capt. Bartholomew James Sullivan, for Colonia.

The 12th number of the "Defensor de la Independencia Americano," published at the Miguelete, Banda Oriental, contains one of the most slashing articles that has ever yet appeared relative to Commodore Purvis. It is in the shape of a farewell address to him on his quitting the River Plate, and accuses him with being the sole cause of the protraction of the war, and that he is, therefore, responsible for the many families it has brought to ruin, the bitter tears it has caused to be shed, the orphanage, widowhood, mourning, grief and misery it has occasioned, and for the blood which is yet daily spilt in and about Montevideo.

This address, which is very long, concludes in the following strain:

"Your conduct Commodore Purvis, has occasioned blood to flow in torrents, innocent American blood which never circulated in hate against you, your government or fellow-countrymen, but you leave the River Plate execrated by the Orientals and Argentines who will ever

abhor your memory... you have caused tears of anguish, desperation and vengeance to flow from the eyes of thousands of South Americans, who have witnessed your hostile acts... the recollections thereof, calling aloud for vengeance, will continue from generation to generation, permanent and immutable as the course of the waters of our noble river."

The last mail from Tucuman brought us a printed copy of the speech of the Minister General of that Province, Don Adsoado de Gondra, on the 9th ult., the anniversary of the independence of this country. It is a lengthy document, addressed to the people of Tucuman, and in speaking of the war in the Banda Oriental, it says:

"Can we on such a day as this, forget the heroic army of Argentines and Orientals who have for years upheld the cause of American Independence... the martyrs who on the fields and in the environs of Montevideo, have shed their blood for a cause, which is not that of two Republics alone but of all the New World. The sacrifices, privations and valour of those noble warriors, will ever be remembered with gratitude. Neither time nor adverse fortune can efface from our mind, their names, their services, and their glory."

The orator then entered into detail of the crimes committed by the Unitarians averring that they well deserve the name of barbarians and savages, and that the very circumstances of their employing foreign mercenaries, their constant appeals for foreign intervention, which if granted would destroy the sovereignty of the Republic and produce eternal war, their incessant efforts to create civil war, and above all, their tampering with Commodore Purvis, whose shameful interference had prolonged the dominion of tyranny and the horrors of war in the unfortunate city of Montevideo, point them out as criminals whom every honorable mind ought to abhor.

### BIRTH.

On the 5th inst. Mrs. Charles Rolls, of a daughter.

### DIED.

On the 13th inst., aged 49 years, after a residence of 24 years in Buenos Ayres, Mr. Jean Etienne Etchegaray, native of St Jean de Luz, near Bayonne, France.

### Advertisements.

### ABSCONDED.

THE following apprentices belonging to the British barque James Gibson, Capt James Stewart, viz: Robert Painter, James Jago, and Wm. Maguin. All persons are hereby cautioned against harbouring and trusting them; and a reward of 300 dollars will be given for such information as may lead to their apprehension, on application at Mr. Fleming's Grocery and Ship chandlery, No. 11, Calle de Cangallo.

### Ladies' & Children's Shoes.

JUST arrived per "Bella Portena," and on sale at No. 17, Calle de la Reconquista, 5 Trucks of very superior shoes manufactured express to order in London, and consisting of Ladies' prunella boots and shoes, patent leather, black and coloured morocco shoes, stout walking cordovan shoes children and Misses' patent leather shoes, the smaller sizes with straps.

### Nautical Almanacs!

FOR 1844 and 1845 may be had at J. Steadman's, Stationer, No. 54, Calle de la Universidad, in front of the College Church.

### Notice

### TO CARPENTERS AND BUILDERS.

A COMPLETE Assortment of Wood will be kept on sale at moderate prices, at the timber yard of Wm. Becher, Calle de Mexico, No. 113, consisting of Russian Pine, American ditto, Oak, Ash, Cedar, &c. Any quantity exceeding 400 feet will be delivered at the house of the purchaser free of expence.

### JOHN MOORE,

### SADDLER AND HARNESS MAKER

BEGS most respectfully to inform the public of Buenos Ayres that he has commenced business in the above department, and hopes, by combining industry with economy, to merit a share of their favors. Calle de Cangallo, No. 30.

### To Captains of Vessels AND OTHERS.

AT JEFFRIES' Boarding House in Paz Street, No. 87, there are several Rooms to let for Bed Rooms; also, a Sala with two or more Rooms adjoining, suitable for a family, or for a few friends who may wish to reside together in company. Each or all may be had furnished or unfurnished. For terms, &c., apply at said establishment. Buenos Ayres, August 16, 1844.

THE parties who have taken the following periodicals from the Commercial Room, are requested to return them:

"THE PICTORIAL TIMES" Of 10th and 24th February, 16th March, 20th and 27th April and May 11th, 1844.

"THE PEOPLE'S GALLERY OF ENGRAVINGS," Part first.

"OLD ENGLAND," With numerous plates of its "Popular Antiquities" Part No. 5.

### To the Public. THE TEETH.

MR. TENKER, Professor of Dentistry, Member of the Society of Surgeon Dentists in the U. S., after a residence of 4 years in different parts of South America, having now established himself for 10 or 15 years in the capital in those Allos No. 31, Calle de Cangallo, a few doors above the Merced Church, can assure the public that he has studied the diseases of the teeth and gums peculiar to this climate, and which cannot be understood except by large experience, he is able to cure the most difficult cases. In this country, owing to the water and beef being impregnated with salt petre, the tartar accumulates much faster on the teeth than in Europe and the United States, inflaming the gums, loosening the teeth, and after causing them to fall out, or give great pain, all of which might have been prevented if early attended to. It also causes them to decay quicker, when they have once commenced, and it is a fact, not generally known, that the bony part of the teeth are often decayed before it appears on the surface of the enamel, and all at once many persons are astonished to find large holes in their teeth that have never given pain, and wonder what may be the cause, exclaiming, "MY TEETH WERE SO GOOD WHEN I LEFT ENGLAND!" A black spot on the enamel, and particularly in the centre or crevice of the double tooth, is always a sure sign that corruption has commenced in the interior, and unless fitted at once, the nerves become exposed, inflaming the inner membranes, forming ulcers on the roots, causing the face to swell, and sometimes, if left too long, the swelling breaks on the outside of the face and leaves a scar for life.

The teeth should be examined at least twice a year (and for which no charge is ever made) and if decayed, filled with gold, and they can be made useful for life. Proofs of decayed teeth that have been preserved for 20 and 25 years may be had in Buenos Ayres,—he has liberty to refer to them. The old method of setting, and now used in the cavities, always causing them to decay faster, gives great pain during the operation, while the modern method does not.

### Mons. A. L. Alker, DENTIST.

THE Subscriber from the Cities of New York and Rio Janeiro who is extensively known as a scientific operator on the Teeth, and approved by the Tribunal of Medicine of this Capital, continues his practice at his office, No. 15, Calle de Representacion.

From long experience, mechanical and practical, he can make most perfect sets of artificial teeth of the best and most approved materials, and he applies them on the modern principle, with the greatest ease, any number from one tooth to a complete set.

Mr. Alker begs leave to inform the public further, that he is not limited in his professional skill to the application of artificial teeth, but will undertake and perform with credit to himself, and gratification to his patients, all operations belonging to his profession, and warranted at moderate prices. Office hours from 9 a. m. to 5 p. m.

### TO LET,

IN a respectable house, three elegant spacious Apartments, well fitted for a single gentleman. Apply at No. 51, Piedra Street.

Fine English Potatoes. FRESH and just received, proper for sale, at No. 40, Calle 25 de Mayo, at \$15 the arroba.

### PRICES CURRENT.

	\$	¢	
Doublons, Spanish	230	332	each
Do. Patriot	230	232	do.
Plata macquina	13	12	do for one
Dollars, Spanish	137	14	do each.
Do. Patriot & Patcones	137	14	do.
Six per cent Stock	311	66.39	do. per cent.
Exchange on England	311	66.39	cent per dollar
Do. Rio Janeiro	141	4 1/4	per cent premium
Do. Montevideo	14	14	do. do.
Do. United States	14	14	per U. S. dol
Hides, Ox, for England & Germany	47	56	per posada
Do. France	47	56	do.
Do. North American	45	47	do.
Do. Spain	44	50	do.
Do. salted	44	50	do.
Do. Horse	23	21	do. each
Calf skins	56	56	per posada.
Sheep skins, common	32	36	per arroba.
Do. fine	40	42	do.
Deer skins	14	15	do.
Goat skins	26	28	do.
Nutria skins	5	6	do.
Chinchilla skins	60	70	dol. per lb.
Do. short	34	36	dol. per dozen
Do. mixed	40	41	dol. per arroba
Do. long	90	100	do.
Wool, common, washed	25	30	do.
Do. picked	40	41	do.
Do. shorn from skins	40	42	do.
Do. mestiza, dirty	22	36	do.
Tallow, pure	22	23	do.
Do. raw	12	12	do.
Do. with grease	46	47	do.
Hides, beef	30	31	per quintal.
Horns, mixed	150	300	per thousand
Do. Ox	400	500	do.
Shin bones	80	85	do.
Hide cuttings	32	34	per 100 lbs
Ostrich feathers, white	10	11	per lb.
Do. black	8	9	do.
Salted tongues	11	14	per dozen
Salt, on board	23	30	per fanega
Discount	11	14	pr. ct. pr month

The highest price of Doublons during the week 231 dollars. The lowest rate of Exchange upon England during the week 31 pence. The lowest do. \$ 11-16 pence.

GEORGE THOMAS, Responsible Editor