

# British Packet



## AND ARGENTINE NEWS.

No. 952]

BUENOS AYRES, SATURDAY, NOVEMBER 16th, 1844.

[Established in 1826.

### BUENOS AYRES.

IMPORTANT events have taken place in Montevideo, in regard to which we have as yet no very minute particulars. One thing, however, is certain: Pacheco y Obes has enjoyed only for a few days his triumph over his rival, Lamas. He, in his turn, has been obliged to give place to a superior influence, and is now a refugee on board the French squadron. His successor as Minister of war is old Bauzá, and as Commander-in-chief of the troops the redoubted Flores, of letter-writing celebrity. Vasquez had also given in his resignation, but at the date of the last accounts it had not been accepted by the Riverista vice-gerent. Garibaldi, it is also said, is no longer in the service; having been dismissed, according to some reports, whilst others state that he voluntarily followed the fortunes of Pacheco y Obes. Thiebaut has addressed the legionists exhorting them to acquiesce in the new order of things, however unpalatable it may be to them. Notwithstanding this prudent counsel alarming symptoms of a collision between the two sections of the foreign armament had manifested themselves. The occasion of all this uproar has been the hostile attitude assumed by Admiral Grenfell in consequence of the kidnapping of a seaman of the Brazilian squadron, who, with several deserters therefrom had been taken on board the Riverista flotilla, and whose surrender had been refused by Garibaldi. In this refusal he was sustained by Pacheco y Obes; but the latter was over-ruled and ousted by his more cool-headed colleagues, who gave Admiral Grenfell the desired satisfaction. This is what appears on the surface; but it is allowed on all hands that there is something far more serious at the bottom of this affair.

#### OFFICIAL DOCUMENTS.

The Gaceta of 4th inst., contains the prices current of articles of importation and exportation for the last month, October.

A note from the Chief of Police to the Government, states, that in the last month, October, 1162 persons entered this city, and 550 departed.

A similar note from the Captain of the port, states, that in the same period 1025 persons arrived at this port and 260 departed.

#### FESTIVAL OF SAN MARTIN PRINCIPAL PATRON OF BUENOS AYRES.

This festival went off with considerable eclat to which the fineness of the weather greatly contributed. The town was decorated with flags and illuminated on the 10th and 11th inst., and the Victoria Theatre had a numerous attendance. On the

11th troops were mustered in the Plaza de la Victoria and the civil and military authorities attended the Cathedral Church, the Minister of Finance, Don Manuel Insiarte, representing the person of H. E. the Governor on the occasion. The congregation was numerous in the extreme and a discourse appropriate to the day was delivered by the Rev. Felipe Elortondo y Palacios. An entire new mass the composition of an eminent composer in Europe was performed and excited much admiration. The service did not conclude until 8 o'clock in the afternoon.

The fort fired three salutes of 21 guns each, during the day.

The late National brig of war General Belgrano, has assumed the Austrian flag, she being now Austrian property.

Our advices from home state, that there was likely to be an extensive promotion in the army and navy and that it was probable Sir Thomas Herbert would be appointed Commander-in-chief of the British naval forces on this station. Most happy we should be to see Sir Thomas again in Buenos Ayres, where from his urbanity of manners and kindness he was so deservedly popular. Sir Thomas on his departure from this city told us that he felt confident he should again visit it.

The Rev. William G. Jackson, Chaplain of the United States frigate "Congress," preached in the British Episcopal Church on Sunday morning, last, and delivered a most impressive discourse. The Rev. gentleman took his text from Acts chap 26, ver. 8. "Why should it be thought a thing incredible with you, that God should raise the dead."

On Thursday last the 14th inst., a spirited match came off between Mr. Henry Clara's horse "Black Joke" (owner), and Mr. McGaw's bay colt "Federal" (Captain Heron Laing), on the Barraca Road distance 300 yards. At starting betting was 10 to 1 on Black Joke who took the lead at a slapping pace for 100 yards, when the colt swerved, but the gallant Captain soon recovered his place, passed the old one, and came in an easy winner by 5 lengths. The morning's amusement was enlivened by a goodly attendance of the sons of Neptune, who seemed to enjoy the sport with great glee.

#### SETTLEMENT OF THE TAHITI QUESTION.

If there should be a war with France, it is not the Tahiti question that will occasion it, for it is almost impossible to prevent that from arriving at an easy and satisfactory settlement. Perhaps before this article finds its way into our readers' hands, an understanding on this point will have been come to by the French and English Governments. Much of the difficulty with which the subject was surrounded was removed in the manner announced a few days back in the *Morning Herald*, by the reprimand passed by Captain Buxton on the conduct of D'Arbigny. The latter having been the party actually offending, the only responsibility attaching to Bruat, his superior, was that of either sanctioning or condemning the act

of his subordinate. He has wisely chosen the latter course; and, considering the state of feeling which exists in France, Captain Bruat has shown himself a truly brave man, by proving that he has the courage to act in conformity with reason and justice, in the teeth of those national prejudices which are at present rendering the French so eminently contemptible. Of course poor Bruat will be taunted and bullied by his own countrymen for his alleged obsequiousness to perfidious Albion. By all right thinking persons he will be honoured for having shown the spirit to disregard the war yelpings which are resounding on every side of him. The Tahiti question, as we have already stated, cannot in all human probability lead to war; but, nevertheless, war is very, very far from improbable. The unchecked operations of the Prince Joinville on the coast of Morocco may result in some untoward piece of misguided effrontery which it will be impossible for England to allow to pass over with impunity. It is to that quarter observation must be directed by those who are desirous of watching the state of the future relations between France and England.

#### ELECTRIC TELEGRAPHS.

Distance must certainly lend enchantment to the view; since, this week, our newspapers contain long accounts from the New York *Sun*, of the working of the Electric Telegraph between Baltimore and Washington, just as if that between the Paddington Station and Slough were too close to us to be known. There it has been, however, at work for a number of weeks; and any one may witness, or even employ, its extraordinary operations on the payment of small fees for admission or use. It is in daily and hourly communication; and when the Court is at Windsor, the interchange of messages is as rapid as if the Queen were at Buckingham Palace. When the Emperor of Russia visited it, Mr. Wheatstone, under whose admirable superintendence it has been erected and is conducted, sent to Slough the question—"Is all prepared for the Emperor of Russia?" and the answer was returned—"Every thing is quite ready!" The transmission of both occupied sixty-eight seconds!

A short time ago we spent an hour most profitably and interestingly in experimenting with the several kinds of telegraphs which Mr. Wheatstone has established—for his improvements are very important on the original invention—in one case employing Electricity and magnetic needles deviating from the parallelism of the current, in another Electro-Magnetism, in one every letter of the alphabet spelling the words, in another figures, as in the old mode of signals, with several variations of method, which must be seen to have their value understood—such as having a single wire, or more, as the nature of the apparatus and power require.

As we have hinted, it is impossible by mere description to convey an adequate idea of this magical process; and astonishment will augment when it is considered that a similar communication will soon be formed between London and Portsmouth; and that there will be no obstacle to doing the same between London and Edinburgh, when one minute will suffice for intercourse between the capitals of England and Scotland! Then there is no interruption of weather, as in the signal telegraphs; in mist and in darkness, as completely as in in sunshine and light, the Electric current flies as swiftly as the lightning's flash, but to instruct, and not to destroy man, who has become master of the mighty element, and compelled it (Prospero-like) to do his service. From London to Edinburgh will be some 400 miles of rail; and when we send to the modern Athens (how it would astonish the greatest philosopher of the ancient Grecian city to be told of it!) for the news of the hour, we shall have it in two or three minutes by Return of many thousand Posts.

Advertisements.



**H. KNIGHT, CHIROPODIST,**

Begs leave most respectfully to inform the Public in general, that he is the Inventor of an Elixir by which he is enabled, without Cutting in the brief space of two minutes, to eradicate the most painful Corn, or other Excrescences of the Feet.

H.K.'s method of curing Corns is different to any thing hitherto known in this Country, nor does he attempt to offer a Nostrum requiring secrecy or faith, to insure its efficacy, but confidently assures those who suffer from them, that they may have the satisfaction of carrying away their tormentor, the Corn in their hands.

H. K. can produce upwards of 10,000 Certificates from the principal States in America, & testimonials from various Physicians & Doctors of Medicine; & during the short time he has been in this City, numerous Ladies & Gentlemen of the highest respectability, are so satisfied with the manner in which he performs the Cure, that they have presented him with Certificates of the strongest recommendation.

Resides at No. 85, Peru street, nearly opposite the British Consulate—  
Persons by leaving their address will be waited on at their residence.  
To leave positively in a few days.

**New Saddlery and Harness MANUFACTORY,**

No. 119, CALLE DE LA PIEDAD.

DAVID SUFFERN late foreman at Mrs. Kennedy's—in returning his sincere thanks to the Public in general for the kind and liberal support he has experienced since his commencement in the above business, begs leave to state that he has this day landed per "Lanthorn" from Liverpool, a general assortment of Saddlery; comprising, Ladies' best hogskin side Saddles, quilted seats and pockets, Gentlemen's best full shaft and stuffed hogskin hunting Saddles, spring bars, bit and bradon Heads and Reins, Pelham Heads and Reins, snaffle Head and Reins, Ladies' Twigs in gold plate and silver mountings wrought wholebone handles, engraved thinned Gentlemen's best Jockey cutting Whips wrought wholebone handles and silver mountings, Gentlemen's hunting Whips wrought wholebone handles and brass mounted hammers, do. do. in bronze mounted hammers, brass mounted for coach harness Victoria patterns, English patent leather maddings, hunting trees, spring bars, Ladies' side trees, from the success to Lawrie's celebrated tree manufacturers, London, made to order 4 dozen best hogskin English tannage best colour, patent leather pistol holster, saddle girth web all warranted, English spurs, &c. &c. His further exports per "Hollywood" a variety of every article connected with the business. The advertiser in announcing the above property wishes to state his claims on a discerning public: first—Every article in his concern has been got up within the last 4 months, fresh and from the manufacturers hands, and have been selected in accordance with the orders forwarded by him to England, and he believes that on inspection, the present goods in style, workmanship and material, will be found superior to anything of the kind in the market. He expects per "Hollywood" the arrival of a first rate tradesman, whose assistance joined to his own fifteen years experience in his business, he hopes will enable him to give satisfaction to his customers, and merit public support.

JOBBER CAREFULLY EXECUTED ON THE SHORTEST NOTICE.  
David Suffern.  
Buenos Ayres, Oct. 12th, 1844.

**DENTISTRY.**

**CHARLES KRAUSE.**

DENTIST, having been examined and approved by the Medical Tribunal of this City, has the honor to offer his professional services to the Public.  
He sets and fills teeth in various ways, cleans and extracts them, without much pain, having excellent modern instruments for the purpose.

During his long residence in Montevideo, he has practised his profession punctually and faithfully, and promises to do the same in this City. He begs to request his friends and the public generally either to call or send their orders to No. 86, CALLE DE CANGALLO, between Cathedral and Peru, where they will be punctually attended to at moderate prices.

**THOMAS'S HOTEL**

No. 58, CALLE DEL 25 DE MAYO, OPPOSITE THE COMMERCIAL ROOMS.

JOSEPH THOMAS begs leave to inform the public that he has opened an establishment at the above convenient premises and trusts from its locality, the arrangements he has made, combining comfort with respectability and the moderation of his charges that he shall obtain public patronage which he will endeavour to merit by every means in his power.

Breakfast will be placed on the table at 8 o'clock, and the ordinary at 3 in the afternoon daily, besides which, Coffee can be had at a very early hour in the morning, and refreshments at all hours. Select dinner parties can be accommodated at short notice, there being every convenience thereto, and they may depend upon being served with wines of the best description.

N.B. Extensive livery stables are close to the premises.

**For Sale.**

A Double Wooden Screw Press, well adapted for Baling Wool or Hay in the country. Apply at the Barraca, No. 130, Calle Balneario.

THE parties who have taken the following periodicals from the Commercial Room, are requested to return them:—  
"THE PICTORIAL TIMES"  
Of 10th 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.

**Alexander Frazier,**  
BOOT AND SHOE MAKER.

BEGS most respectfully to return his most sincere thanks to his Friends and the Public in general, for the kind support he has received from them since he commenced Business in the above line, and beg also to inform them that having engaged one of the first-rate Boot Makers in this City, that he will be enabled to supply an article that is impossible to be excelled.

Prices of Articles made to order—	
Wellington Boots, 1st class.....	\$150
Do. do. 2nd class.....	140
Clarence do. ....	90
Gentlemen's Walking Shoes.....	55
Ladies' Prunella Boots.....	60
Do. Shoes.....	40
Children's Boots.....	30 to 40
Wellington Boots remounted at.....	90
Repairing done in general, at Prices equal to the above.	
59, Calle Piedras, near San Juan's Church.	

**Notice.**

JUST Arrived and for Sale at J. REYNOLD'S, No. 49, Calle de la Paz, a complete assortment of China, consisting of Breakfast Tea and Coffee Sets of the superior class called Broad Band of Metallic Gold, as also Red and White China, which will be Sold at Moderate Prices.

**Just Received**

AT D. FLEMING'S, No. 17, Calle de la Reconquista, a superior assortment of fresh English Waterloo Shoes, which will be Sold at Moderate Prices.  
N.B. Likewise on hand an extensive assortment of Children's English and German Shoes, black and coloured.

THE owners of the Newspapers addressed as follows can have them on application at the Commercial Room.  
Mr. William Vale.  
Mr. Thomas Armour.  
Mr. John Manning.  
Mr. William Alexander Cockson.  
The "Fife Herald" of 27th June, came without address.  
Those who may have the "Atlas" of 24th August, and the "Age and Argus" of same date, both London Newspapers, are requested to return them to the Commercial Room.

CORNS.—We would strenuously advise those of our friends in Buenos Ayres, who are afflicted with corns, to lose no time in applying to Mr. HENRY KNIGHT, the famous operator on these painful excrescences as he will soon quit Buenos Ayres, and such an opportunity may not occur again. We can assure them of his talent, not exactly from our own experience as amongst all our troubles we have ever escaped that of corns, but from the testimony of a great number of persons upon whom he has operated, and who speak in the highest terms of his skill. At the Havana, Rio Janeiro, and Montevideo, he was eminently successful. A correspondent in the latter city, in noticing the subject says,—“Mr. KNIGHT has operated on numbers in this place with unvaried satisfaction to the parties, and one really does not know whether to admire most his quickness or his dexterity in affording relief, however bad the corns may be. A trial or two will, however, do more than any recommendations to insure him a good harvest wherever he may exercise his profession.”

Continued from the Gaeta Mercantile.

That was the necessary application of the fundamental laws of the U. S. enacted by Congress in regard to naturalization. In like manner as by those laws the foreigner who enlists in military service, or becomes citizen of the U. S., renounces all allegiance to, and dependence on, every foreign power, especially that under which he was born; so the North American citizen who enters into a foreign service and becomes the subject of another country detaches himself from all dependence on the U. S. In this quality, and on this principle of the law of nations, a considerable number of seamen, foreigners by birth, serve on board the vessels of war of the U. S. Whence it results that the very interest of the North American Republic has guided the provisions of its laws, so unworthily set at naught by Captain Voorhees to offend the rights of friendly nations. Only in the case of war between the Argentine Confederation and the United States could he consider those men as guilty of the crime of treason, inasmuch as, owing allegiance to the latter Republic they would have joined its enemies; which by the North American laws is treason. His proceeding is more revolting if one looks at the number of native citizens of the U. S. serving on board of the piratical vessels of the ruthless Unitarians of Montevideo; and calls to mind that the latter have abused with impunity the neutral flag of that Republic in order to cover and secure contraband of war. There is an official

testimony of this scandalous fact in the following declaration of the Consul of the U. S. at Montevideo, Mr. Hamilton, in the above mentioned note of the 25th of July, 1843:—“The undersigned would respectfully remind H. E. that vessels bearing the neutral flag of the U. S. have been in the habit of supplying this besieged city with provisions for some months back, and have also been carriers of troops and munitions of war, from this Port of Montevideo to Maldonado and St. Lucia, expressly for the government.” Such is also the manner in which Captain Voorhees construes neutrality!

It has been impossible, therefore, to sanctify as a legitimate act, with respect to the squadron of the Argentine Confederation, that which in all civilized countries is regarded as the greatest of crimes. The explicit and solemn reprobation of that aggression by the authorities of the U. S. in this country does not admit of any doubt, nor afford a motive for further discussion. The Argentine government has been given all the satisfaction possible in the sphere of the powers of the Special Agent of the government of the U. S.; and there is well grounded reason to expect that the latter will make prompt and ample reparation, as soon as it is informed of this disagreeable affair, which has been communicated to it by its Agent, and in regard to which the Argentine government has remonstrated, fully assured of its good right and confidently relying on a satisfactory result.

In the question purely Oriental, which is sustained by the legal Government over which General Oribe presides, and whose flag the schooner "Sancaia" carried, we do not find any justice, nor even circumspection and dignity on the part of Captain Voorhees in his proceedings against that friendly Government; unless subtleties be confounded with international principles, and violence with energy. The correctness of this assertion will appear evident from the examination of these questions: Did the Oriental schooner "Sancaia" fire upon the merchant barque "Rosalva"? What flag had the latter flying at the time of the alleged offence? Ought Captain Voorhees, even assuming that there had been real offence, to have had recourse to force immediately, without receiving a previous denial of justice and satisfaction? Was the flag flying on board the "Sancaia" a lawful one?

The allegation of offence is grounded only on the opinion of Captain Voorhees, formed solely from the information derived from the "Rosalva." Without recalling the circumstance that she had on board Silas Burroughs, owner of the ship "Herald" formerly captured by the Argentine Squadron for sailing with unlawful papers, her nationality having been disowned by the Government of the U.S.—and without dwelling upon the probable fluency of that circumstance, there are facts which prove the falsity of the information upon which Captain Voorhees formed such an incorrect judgment. The Oriental schooner "Sancaia," in chasing the enemy's fishing boat, did not fire upon the "Rosalva." She crowded sail to capture that boat which was going towards the shore, and seeing itself in imminent danger near towards the "Rosalva." At a distance of more than two hundred toises from the latter, the "Sancaia" fired some musket shots at the boat; and in this act it is clearly to be seen there was no hostile intention against the merchant barque, but against the enemy's boat. And as the culpability of an act, or the offence which upon that assumption is alleged, should be grounded on a voluntary and premeditated design, this being wanting, as it is wanting, in the present case, there is not, nor can there be inferred, any offence. This is confirmed by the acknowledged fact that the Oriental schooner came within hail of the barque "Rosalva," and requested her captain to make the fishing boat cast off from alongside. To the absolute refusal of the captain of the barque the commander of the "Sancaia" made no objection, and proceeded on his course without insisting on his demand, and consequently without imagining a single offensive demonstration. At that time the flag of the U. S. was not hoisted on board the "Rosalva." It was the duty of Captain Voorhees to doubt the case, and proceed to an investigation, submitting it to the competent intervention of the respective agent of his government. Public law is very explicit on this point, and if it were not nations would every day be involved in wars at the least whim of an unauthorized and imprudent aggressor. "If it be uncertain facts that give rise to discussion, the two parties, before commencing acts of enmity, ought to try to establish the proof in their favour. It is only then, when each one thinks that he is in the right, or when a question of right, subject to controversy, is at issue, that they may depend freely, and in the manner they think most advantageous, their opinion." [1] It was even indispensable in order to act, in

[1] Klüber, Droit des Gens Modernes de l'Europe, vol. 11, p. 148 and 149



establishing the proof and discussing the affair, to know whether President Oribe had any part in the action deemed offensive; whether by his authorization he had countenanced it; whether he had encouraged its commission; whether he delayed or refused the required reparation. The case being investigated, and the proof established, the Government of the U. S. would have caused its rights to be respected if it considered them offended; and by the Constitution it has not, nor ever has had its naval commanders implicitly invested with the right of peace and of war. "The state of enmity between two nation takes its origin from the actual or apprehended injury of any right. The rights of States are offended in the same manner as those of individuals; they are offended directly or indirectly—directly if the offence is offered to the body of the State—or directly if it is offered only to individuals, subjects of the State; always assuming that the other State, as such, has a part in the injurious action." [2] "In order to justify hostile measures not only should there be an actual injury of a natural or acquired right, but it is moreover necessary that there should not exist any other means of redress more easy and less violent; that remonstrance should have been made in vain with respect to the offence suffered; that representations and threats should have been ineffectual." [3] And he who, in the case of the employment of force, prescribes the commencement and the termination, is the sovereign who considers himself offended. Captain Voorhees, on an absurd pretext, has broken peace, and violated the Law of Nations, arrogating to himself a monstrous authority which tramples under foot the sovereign rights of his country and subverts the whole international system of civilized countries.

The right exercised by a naval commander in capturing a vessel belonging to a foreign nation emanates, in the state of war, from the fact of the execution of the right of the belligerent on certain occasions being confided to him. But in the state of peace he should not proceed thus, without special orders from his Government, nor commit any act of hostility that has not been enjoined him, nor even go beyond the orders that have been given to him. Peace and war are relations of State to State, and cannot be altered but by the State itself, according to the forms and duties which the law of nations requires. The contrary system adopted of his own authority by Captain Voorhees, in committing an enormous offence and incurring a serious responsibility, is absurd and prejudicial to the interests of peace, to the good of humanity, and to the very expedience of States. The anomaly observable in the rash proceeding of the Commander of the "Congress" is melancholy and cruel; and we must regret that, being an American, he has swelled the list of the preceding atrocious scandals committed by European Commanders, which can produce only results entirely opposed to respect for their flags, and to sympathy for their fellow-countrymen. Notorious, and deeply to be regretted are the painful impressions which those events have created, the exasperation of the public mind, and the evils resulting to foreign interests themselves, from the subversion of the regular system admitted among nations. As regards the United States, the use of irritating violence is manifestly at variance with its fundamental principle based on the profound respect they tribute to the inalienable rights of man and of nations; and tends to deprive that Republic of the great advantages to be obtained by enlisting the sympathies of the South American people. Under this point of view the arbitrary proceeding of Captain Voorhees is also most impolitic, independently of the strong grounds that there are to reprobate it as unjust, violent and overbearing.

The denial of the lawfulness of the Oriental flag borne by the "Sancala" as a vessel of war belonging to the legal government over which General Oribe presides, which has been advanced as a reason why that vessel should be regarded and treated as a vessel without a flag or any international privilege is an exceedingly grievous error that affects the very neutrality enjoined by the government of the U. S. The Oriental flag used by President Oribe is that which was legally adopted by the Oriental State of the Uruguay, for whose laws he fights under that same flag against usurpers of the public power risen up in rebellion and sustained by foreign intervention. It is not the flag of Montevideo as Captain Voorhees has erroneously supposed, but of the Oriental State of the Uruguay; Montevideo is a city tyrannized over at present by foreign insurgents of different nations, servile tools of the usurpers who on that sole spot of the Oriental territory hold a precarious and tottering sway. There can be no doubt about where the nationality is, nor in regard to the inalienable right of the Oriental people to display their glorious flag in the battles of American liberty. President Oribe, who is at the head of a government supported by the great majority of the country, and who occupies all its territory, the city of Montevideo excepted, has in his favour not only the title of the original legality of his administration, from which he is ejected by a rebellion supported by French forces, but also the present fact of the declaration of the nation itself. In the meantime the city of Montevideo, without native population, without native troops, without nationality, without revenue of its own, under an English influence that administers it, with mercenary Frenchmen and Italians who sustain the cruelties and spoliation of an immoral and barbarous authority; can it peradventure have a right to display the Oriental flag? If Captain Voorhees admits and respects the fact of the Oriental flag being used by that motley garrison of foreign troops commanded by rulers who have no other element, no other nationality than a false flag; with greater, or at least with equal reason, he should respect the fact as regards President Oribe, for, as neutral it does not belong to him to decide the right precisely on the essential point of the contest. Thus such a preference is evidently partial and contrary to neutrality. It is much more so if one reflects that it is now impossible for the infamous rulers, at present in Montevideo, the greater part of them emigrants from the Argentine territory, to recover their sway in the Oriental territory where it has been abjured, resisted and annihilated, and that it is not possible for them to retain much longer even the small remnant of usurped authority in Montevideo, from the difficulties of a situation violently protracted. Waiving the title of justice, and nationality evidently possessed by the government over which General Oribe presides and which commands the sympathy of all patriots, Captain Voorhees cannot pronounce this flag false, and the other genuine, without favouring the party for whom he decides, and declaring himself an enemy of his adversary. We reprobate such a rash and unjustified pretension with the official explanation of the duties of neutrality which Mr. Hamilton, Consul of the U. S. in Montevideo, presented in his note of the 25th of July, 1843: "A neutral must in all things show a strict impartiality towards the belligerent powers, for should he favour one of the parties to the prejudice of the other, he cannot complain of being treated by him as an adherent and confederate of the enemy." The line of policy pursued by the government of the U. S. during this contest has been respectively neutral towards both contendents. It cannot view it, in relation to President Oribe, but as a case of civil war in which its national obligations have enjoined it to remain neutral and on terms of peace and impartial friendship with both parties. Only in the case of espousing the cause of one of the adversaries, could it acknowledge in him legality and justice. Then it would become a party in the war: this is what of his own

authority Captain Voorhees has done, in opposition to the injunction of strict neutrality from his government. The authority exercised by President Oribe throughout the territory of the republic of Uruguay, and the Oriental flag displayed in all the towns and departments of the State, are established as a fact accomplished and respected during a year and a half. That flag alone waves throughout the extensive Oriental campaign, in its towns and villages, and in the ports on its coasts, covering and protecting there all the national and foreign interests contained in that wide and nearly total extent of the Republic, without being accompanied by the Argentine flag. The latter does not wave in the army under the command of General Oribe but as the necessary ensign of the Argentine auxiliary divisions which are under his orders; and those divisions are there because the Argentine Government uses its right as a belligerent against the same enemy that President Oribe combats, at the head of the majority of his country, and sustained by the National and American enthusiasm against the traitors who are upheld by foreign intervention and foreign elements. Always when there are auxiliary or allied troops in a National army they display their respective flags, and it has not on this account ever been attempted to question the diversity of colours, or demand union of two different ones in order to represent one independent nationality, a separate power mistress of, and responsible for, her own acts.

### MERCHANT VESSELS

IN THE PORT OF BUENOS AIRES 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>				
Sept. 9	Barque Speed, Edmund Brewer	261	Briscoe, Twyford & Co.	Liverpool.
12	Brig Ianthe, James Hunter	211	Nicholson, Green & Co.	Falmouth.
12	Brig Maid of Athens, H. Laing	205	Tennie Macfarlane & Co.	Great Britain.
17	Brigantine Minalto, Ste. Tregarthen	193	Hughes & Brothers	London.
20	Barque Della, John Young	342	John Best & Brothers	Falmouth.
20	Brigantine P. Dean, George Dean	187	Hughes & Brothers	London.
22	Brig Emilia, William Martin	203	Henry & George Dowse	Liverpool.
24	Brig Hibbert, Luke Bruce	253	John Leitch Smith & Co.	Great Britain.
24	Brig Anne Best, James Maychell	335	John Best & Brothers	London.
24	Brig Elizabeth, C. N. French	226	Briscoe, Twyford & Co.	Great Britain.
24	Brig Nerio, Robson Weighill	338	Thomas Armstrong	London.
17	Schooner Thos. Edwards, G. Brickley	178	Benzie, Macfarlane, & Co.	Falmouth.
22	Barque Arabella, Thomas Jackson	267	Thomas Armstrong	London.
Nov. 7	Brig Rebecca Jane, Peter Le Mesurier	215	Entram LeBreton & Delisle	London.
8	Brig William Ing's, William Neal	163	Rennie, Macfarlane & Co.	London.
11	Barque Holywood, Joseph Lohwinton	291	John Galt Smith & Co.	Rio Grande to land for London.
13	Brig Urania, Samuel Martin	205	Hughes & Brothers	Great Britain.
13	Brig Brazilian Packet, John Faddy	200	Henry & George Dowse	London.
14	Brig Philomea, Robert Bell	237	John Best & Brothers	London.
14	Barque Rebecca, Patrick Tegan	251	Thomas Gowland & Co.	London.
<b>American.</b>				
Sept. 13	1843. Barque Hobart, Collier	304	Daniel Gowland & Co.	London.
Sept. 13	Barque King Philip, George Upton	201	Daniel Gowland & Co.	London.
20	Brig Consort, James B. Ames	225	Zimmermann, Frazier & Co.	New York.
20	Br. Lucy Pennington, Thos. P. Chase	270	Moss & Furton	Valparaiso.
20	Brig Odessa, Henry Smith	182	Charles R. Horne	Houston.
22	Barque Merlin, Abner Goodhue	313	Daniel Gowland & Co.	London.
26	Brig Zenobia, E. C. Natoun	230	Samuel H. Hale	London.
Nov. 1	Schooner Chassat, Joseph Saunders	86	Zimmermann, Frazier & Co.	Buenos.
6	Ship Synetra, John Kenny	630	Moss & Furton	London.
14	Ship John Cadmus, William Cammer	147	Zimmermann, Frazier & Co.	London.
<b>French.</b>				
Sept. 22	Brig Indien, Adolphe Devand	215	John Baptiste Prelog	Havre de Grace.
Oct. 9	Barque Napoleon, Nicole Rabardy	227	Donus Rousse	Havre de Grace.
9	Barque Diana, Andras Arnaud	333	Zumarán & Treserra	Bordeaux.
15	Brig Cettos, Francis Portal	142	Louis Chapeauvout, & Co.	Marseille.
21	Brig Finette, Hilaire Gauver	259	Bartolome Herandi	Cette.
<b>Sardinian.</b>				
July 11	B.N.S. de la Misericordia, Rocata ienta	149	Jacinto Caprile	Genoa.
Aug. 5	Brigantine Francesco, Luis Corvetto	125	125	Genoa.
Aug. 30	P. Brig Solito Nra. Sra. del Carmen	142	Pietranera & Co.	Genoa.
Oct. 1	Polacre Farfalla, Juan Gallino	86	John Jacob Kieck & Co.	Buenos.
23	Brigantine Iris, Santiago Gaggino	84	Liavalot & Sons	Buenos.
29	Barque Prudencia, H. Caravottio	243	Henrique Ochoa & Co.	Buenos.
29	Barque Egidio, Francisco Vierchi	172	Pietranera, Funggo & Co.	Buenos.
Nov. 5	Brig Pampeno, Jose Buzzo	120	Antonio Koca	Buenos.
13	Brig Vicente, Vicente Jaitrapant	56	Liavalot & Sons	Buenos.
<b>Spanish.</b>				
Aug. 30	Brig Mannel, Pedro Garcia	155	Zumarán & Treserra	Malaga.
Sept. 4	Polacre Esmeralda, Jose Millet	118	Liavalot & Sons	Havana.
24	Brig Eolo, Joaquin Tares	147	Pedro Antonio Sanchez	Havana.
24	Polacre San Antonio, Joaquin Durati	104	Ferns Sentoniano	Havana.
Oct. 2	Brig Triunfo, Juan Pons y Barro	84	John Jacob Kieck & Co.	Havana.
31	Brigantine Procer, Juan Millet	90	Pedro Antonio Sanchez	Havana.
Nov. 7	Polacre Mensajero, Jaime Millet	100	Liavalot & Sons	Havana.
7	Brig Concordia, Angel D. de Soto	157	Liavalot & Sons	Havana.
7	Brigantine Fomento, Ventura Bertran	110	Zumarán & Treserra	Havana.
12	Barque Guadalupe, Nicolas Arrate	270	Liavalot & Sons	Havana.
<b>Brazilian.</b>				
Oct. 10	Bgin. Fontes, J. Cay. Vieira da Silva	180	Juan Geronimo Martinez	Buenos.
18	Briguan. Douro, Antonio Alves Diaz	166	Faustino Jovna Jorge	do.
23	Brig Ana Maria, Manuel Correa Lima	202	Manuel Acosta Ramos	do.
Nov. 1	Brig Penamencos, Manuel M. Mergu	245	Manuel Arago Monteiro	do.
7	Pol. Nuevo Astio de la Virgen, Jorge	147	Juan Balbuio Sarantano	do.
8	Brigantine Suspiro, A. C. Ribeiro	175	Manuel A. Monteiro	do.
14	Brig Confianza, José Maria de Sa	208	Sa Pereira y Meyeles	do.
<b>Danish.</b>				
Aug. 18	Barque Doris, Peter Bonsen	240	Jacob Paravicini	Antwerp.
30	Brig Phoenix, Hans Lyster	180	Theo & Co.	Falmouth.
Sept. 15	Brig Oceanus, Charles T. Timm	204	Mohr, Ludovici & Co.	Antwerp.
Oct. 29	Brig Aetolus, Conrad Erichsen	61	Juan Balbuio Sarantano	do.
Nov. 5	Barque Faerrensminde, Jens Lutzen	224	Thode & Co.	Falmouth.
Nov. 7	Brig Thoralmsen, Frederick Stage	232	Mohr, Ludovici & Co.	Falmouth.
11	Brig Condor, Fole Freilisen	147	Bunge, Hutz & Co.	do.
14	Brig Sarah, A. Bartelsen	142	Zumarán & Treserra	do.
<b>Hamburgian.</b>				
Sept. 6	Bar. Mercurus, Jan Jaasen Ney	226	John Jacob Kieck & Co.	Havana.
Oct. 3	Barque Mumer, Claus Linau	420	Jacob Paravicini	Antwerp.
31	Bar. Dorothea Wilhelmima, H. Reimer	244	C. R. Horne	Salem.
<b>Austrian.</b>				
Oct. 3	Polacre Mina, Marco Iencsovich	121	Rieso & Ross	Buenos.
<b>Belgian.</b>				
Sept. 14	Brig Minerva, Fred. rick Knudsen	221	Bertin, LeBreton & Delisle	Antwerp.
Oct. 16	Brig Lesseliers, John Heinrichsen	42	Mohr, Ludovici & Co.	Antwerp.
2	Brig Plantin, Frederick Knudsen	236	Bunge Hutz & Co.	Cowes.
<b>Bremen.</b>				
Oct. 9	Brig Helena, Gerhard Hilder Junr.	170	Mohr, Ludovici & Co.	Antwerp.
17	Brig Johanna Gerard, Gerdt Eiberfeld	160	Zimmermann, Frazier, & Co.	Havana.
29	Barque Maria Alberta, J. Haselcop	284	Bunge, Hutz & Co.	Bremen.
Nov. 9	Brig Estafette, Carl Wessels	136	Zimmermann, Frazier & Co.	do.
14	Brig Arius, Frederick Luytjes	194	Zimmermann, Frazier & Co.	do.
<b>Prussian.</b>				
Oct. 27	Schooner Uruguay, Otto Schroeder	184	Nash, Wilson & Co.	Patagonia.
<b>Portuguese.</b>				
Nov. 6	Schr. Joven Dalmas, A. G. de Avellar	130	Juan Geronimo Martinez	Buenos.

### FOREIGN VESSELS OF WAR.

BRITISH—Brigantine Dolphin, 3 guns, Lieut. William O'Bryan Hoare, Commander. UNITED STATES—Brig Bainbridge, 10 guns, bearing the broad pennant of Commodore Tarran.

[2] Klüber, Droit des Gens Moderne de l'Europe, vol. ii, page 3 and 4.  
[3] Ibid. page 3 and 4.

# MARINE LIST.

## PORT of BUENOS AYRES.

The British brig which arrived on the 8th inst., was the William Inglis, 168 tons, William Neal, from Cadiz 20th August, Bahia 17th ult., Montevideo 7th inst., with salt, to Rennie, Macfarlane & Co.

November 9th. Wind S. E. slight rain.

Arrived, Bremen brig Estafette, 150 tons, Carl Wessels, from Bremen 17th August, Island Mayo 26th September, Montevideo 7th inst., with 80 moya's salt and sundries, to Zimmermann, Frazier & Co.

Sailed, Brazilian brig Oceana, José Francisco dos Santos, for Puerto Alegre, despatched by Carlos M. Huergo, with 200 fanegas salt, 140 bags of rice.

Brazilian brig Encantador, Juan Francisco Fernandez, for Rio Janeiro, despatched by Sa Pereira & Meyrelles, with 2206 quintals jerked beef.

November 10th. Wind E.

Arrived, National barque Serene, 3'3 tons, James W. Goodrich, from Island Sal 3rd ult., with salt, to Nelson Hartwig.

Sailed, Brazilian lugger Electra, Mariano José de Sousa, for the Buseo, despatched by Carlos Galeano, with merchandise and passengers.

Sardinian packet schooner Eufracia, Nicolas Martinez, for the Buseo, despatched by Antonio Lopez, with passengers;

Sardinian schooner Adelaida, José Didumenico, for Montevideo, despatched by Carlos M. Huergo, in ballast.

Swedish brigantine Solide, M. Mattson, for Cete, despatched by Zumaran & Treserra, with 303 dry ox and cow hides, 1000 salted do. 2500 horns, 400 slunk calf skins, 275 bales with 7500 dozen sheep skins.

Sardinian brig Maria Theresa, Bernardo Vallerino, for Genoa, despatched by Zumaran & Treserra, with 4122 dry ox and cow hides, 2109 slunk calf skins, 3000 horns, 23 pipes and 327 marquetas with 2500 arrobas tallow, 29 bales with 870 arrobas wool.

British brig Mary Winch, Samuel Bingham, for Rio Grande to load for a port in Great Britain, despatched by Brownell, Stegmann & Co., with 350 fanegas salt.

British brig Prince of Wales, James Russell, for London, despatched by Charles R. Horne, with 1000 dry ox and cow hides, 6535 salted do. 10,000 horns, 13 1/2 tons bones, 1263 pipes with 4500 arrobas tallow, 11 bales and 73 chiguas with 1200 arrobas hair, 20 do. with 600 arrobas wool.

November 11th. Wind E. N. E.

Arrived, British barque Holywood, 291 tons, Joseph Lowthion, from Liverpool 23rd August, put into Bahia on the 19th ult., for water and sailed thence 22nd, with general cargo, to John Gal Smith & Co.

Passengers—cabin—Rev. P. Donovan, Dr. Donovan & Mr. H. Crawford, and 68 in the steerage.

Danish brig Condor, 127 tons, Frole Frellsen, from Hamburg 28 August, Montevideo 9th inst., with general cargo, to Bunge, Hutz & Co.

Norwegian brig Washington, 136 tons, William Smidt, from New York 28th August, Montevideo 10th inst., with general cargo, to Eduardo Freyer.

November 12th. Wind E.

Arrived, British brig Urania, 205 tons, Samuel Martin, from Island Sal 22nd September, Montevideo 10th inst., with salt, to Hughes & Brothers.

British brig Brazilian Packet, 200 tons, John Faddy, from Newcastle 23rd August, with coals and general cargo, to Henry & George Dowse.

Passengers—Messrs. Thomas Shaw and Robert Robinson, Mrs. Sarah Laws, Miss Ellen Rea, Mrs. Ann Neaham and family.

National schooner war 9th July, from Ensenada, having been down and repaired.

Spanish barque Guadalupe, 270 tons, Nicolas Arraste, from Coruña 4th September, Villa Garcia 14th do., to Llavallo & Sons, with 123 emigrants.

Sailed, Spanish polacre Intrepida, Pedro Maristan, for Havana, despatched by Llavallo & Sons, with 140 dry ox hides, 1000 horns, 8820 quintals jerked beef.

Sardinian schooner Bella Camila, Pedro Agustín Fruguss, for Colonia, despatched by Rughí & Co., in ballast.

French brig Louise, Joseph B. Canard, for Marseilles, despatched by Zumaran & Treserra, with 6684 dry ox cow hides, 445 salted do. 21 pipes, 5 half do. 9 quarter do., 209 kegs and 72 boxes with 2550 arrobas tallow, 3 bales with 30 quintals hide cuttings, 33 do. with 900 dozen sheep skins, 6 do. with 1880 arrobas wool, 6 do. with 215 dozen slunk calf skins.

British brig James Gibson, James Stuart, for Liverpool, despatched by Brownell, Stegmann & Co., with 9413 salted ox and cow hides, 3 tons bones,

100 pipes with 3800 arrobas tallow, 34 bales and 122 bags with 1400 arrobas wool, 1 do. with 80 arrobas hair.

November 13th. Wind S.

Arrived, Oldenburg brigantine Iris, 150 tons, William Frerichs, from Hamburg 4th September, with general cargo, to Corti, Francischelli & Co.

Sardinian brig Vicente, 156 tons, Vicente Jaime-trapani, from Genoa 30th July, Montevideo 11th inst., with part cargo, to Llavallo & Sons.

National brigantine Brillante, 192 tons, Nicolas Repeto, from the Buseo 12th inst., to Antonio Roa, with produce and passengers.

Sailed, American schooner Sarah Ann, Peter Stevenson, for the Buseo, despatched by Jacob Paravicini, in ballast.

British schooner Iberia, (tender) for Colonia and Montevideo.

Danish brig Eduard, Carston Smidt, for Falmouth or Cowes, for orders to the continent, despatched by Bunge, Hutz & Co., with 11,864 dry ox and cow hides.

Passengers for the continent—Messrs. Overweg, Schultze and Spilker.

American brigantine Columbia, George Washington Barney, for Montevideo, despatched by Daniel Gowland & Co., in ballast.

Brazilian brig Jacuba, Antonio dos Santos, for Parnagua, despatched by Angel G. de Elia, in ballast.

Sardinian brig Graciosa Fanny, Pedro Luis Tiscornia, for Bahia, despatched by Sa Pereira & Meyrelles, with 40 dry ox hides, 3322 quintals jerked beef.

November 14th. Wind S. S. E.

Arrived, Brazilian brig Confianza, 298 tons, José Maria de Sa, from Rio Janeiro 26th ult., Montevideo 10th inst., with sugar, tobacco &c., to Sa Pereira & Meyrelles.

American ship John Cadmus, 447 tons, William Cammett, from Portland 21st August, Montevideo 12th inst., with lumber and general cargo, to Zimmermann, Frazier & Co.

British barque Rebecca, 251 tons, Patrick Tegan, from Cadiz 1st September, Montevideo 11th inst., with salt, to Thomas Gowland & Co.

British brig Philomela, 220 tons, Robert Bell, from London 5th August, Kingston (Dublin) 14th do., Cadiz 10th September, Montevideo 11th inst., to John Best & Brothers, with salt and 52 passengers. (Irish)

Danish brig Sarah, 142 tons, G. Bartelsen, from Cadiz 24th August, Bio Janeiro 25th ult., Montevideo 12th inst., to Zumaran & Treserra, with salt.

Bremen brig Orion, 140 tons, Frederick Luyties, from Bremen 12th September, with general cargo, to Zimmermann, Frazier & Co.

French schooner of war Elclair, Lieut. Morier, Commander, from Montevideo 13th inst.

Danish schooner Eliana, 127 tons, A. E. Amondson, from Hamburg 10th September, with general cargo, to Charles R. Horne.

Brazilian brig Pereira, 166 tons, Antonio Pereyra Alves, from Parnagua 1st inst., with yerba, to Manuel Acevedo Ramos.

November 15th. Wind N.

Arrived, Brazilian brig Triunfo del Brazil, 149 tons, Nicolas Manara, from Rio Janeiro 29th ult., Montevideo 13th inst., with sugar, coffee &c., to Llavallo & Sons.

Sailed, French barque Jeune Nelly, Bignon, for Havre de Grace, despatched by Thomas Rousse, with 2839 dry ox and cow hides, 120 pipes with 4560 arrobas tallow, 26 bales with 780 arrobas hair.

British brigantine Minalto, Stephen Tregarthen, for Cork or Falmouth for orders, despatched by Hughes & Brothers, with 5165 salted ox and cow hides, 564 horse hides, 20,000 bones, 6 half pipes with 114 arrobas tallow, 90 bales with 2500 arrobas wool, 4 do. with 105 dozen sheep skins.

American packet schooner Fame, George Baker, for Montevideo, despatched by Zimmermann, Frazier & Co., with passengers.

National brigantine Especulacion, Juan Bautista Bonsor, for the National squadron off Montevideo, with stores &c.

American brig Odessa, Henry Smith for Valparaiso, despatched by Charles R. Horne, with 297 boxes, 2 half pipes and 92 marquetas with 5966 arrobas tallow, 449 tierces and 174 half do. yerba, 288 boxes soap, 6 boxes merchandise, 2 do. books.

### MARRIED.

On the 14th inst., Mr. John Black, native of Northumberland, to Miss Ellen Rea, of the same county.

### Advertisements.

### NOTICE.

A MEETING of the Creditors of the late John Walker, is most earnestly requested on Monday next, November 18th, at 6 P.M. at No. 161, Calle de la Alameda.

### Notice.

A MEETING of British residents will take place at the Vestry of the British Episcopal Church, on Monday next, the 18th inst., at 1 P.M. to consult on matters relative to the British Cemetery.

GEORGE LORD,

Treasurer.

Buenos Ayres, 12th Nov. 1844

### Bricks Wanted.

A LOT of old bricks will be purchased at a fair price, on application at the office of the Gazette.

### TO LET

A FURNISHED room with board, for a single gentleman Apply at No. 50, Calle de la Catedral.

The new National brig of war General San Martin, fired a salute of 21 guns on Wednesday last, upon the occasion of hoisting the National flag for the first time.—She also displayed the flag of Admiral Brown at the main.

### Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of the 15th inst.

British	20
American	9
French	5
Spanish	10
Sardinian	11
Brazilian	8
Hamburg	3
Danish	9
Austrian	1
Belgian	3
Bremen	5
Prussian	1
Portuguese	1
Norwegian	1
Oldenburg	1
	88

The two last mentioned have been unavoidably omitted in our general list in 3rd page—they shall be inserted next week.

The Weather continues fine and seasonable.

THERMOMETER in the Mirador of the Commercial Room since our last:—

Saturday	76
Sunday	72
Monday	76
Tuesday	75
Wednesday	70
Thursday	68
Friday	65

### PRICES CURRENT.

Doubloms, Spanish	217	218	each.
Do. Patriot	216	217	do.
Plata, macuquina	12	12 1/2	do for one each.
Dollars, Spanish	12 1/2	13	do.
Do. Patriot & Patacones	13 1/2	14	do.
Six per cent. Stock	76	75	do. per cent.
Exchange on England	3 1/2	3 1/2	per dol.
Do. France	33	40	cent. per dollar.
Do. Rio Janeiro	13 1/2	13 1/2	per ct. premium.
Do. Montevideo	13 1/2	13 1/2	do.
Do. United States	13 1/2	13 1/2	per U.S. dol.
Hides, Ox, for Engld & Germ	50	52	per pesada.
Do. France	50	50	do.
Do. North America	38	40	do.
Do. Spain	42	43	do.
Do. salted	36	46	do.
Do. Horse	15	16	do. each.
Calf skins	44	46	per pesada.
Sheep skins, common	30	32	per dozen.
Do. fine	35	36	do.
Deer skins	8	9	do.
Goat skins	20	21	do.
Nutria skins	6	7	dol. per lb.
Chinchilla skins	50	60	dol. per dozen.
Horse hair, short	32	33	dol. per arroba.
Do. mixed	37	40	do.
Do. long	100	110	do.
Wool, common, washed	22	28	do.
Do. picked	36	40	do.
Do. shorn from skins	26	40	do.
Do. mestiza, dirty	15	30	do.
Tallow, pure	15	16	do.
Do. raw	8	9	do.
Do. with grease	14	15	do.
Jerked beef	50	40	per quintal.
Horns, mixed	150	200	per thousand.
Do. Cr.	250	300	do.
Shin bones	20	20	do.
Hide cuttings	30	32	per 100 lbs.
Ostrich feathers, white	10	11	per lb.
Do. black	7	8	do.
Salted tongues	6	8	per dozen.
Salt on board	18	20	per fanega.
Discount	11	11	per ct. pmthont.

The highest price of Doubloms during the week 217 dollars. The lowest price 214 dollars. The highest rate of Exchange upon England during the week 3 1/2 pence. The lowest ditto 3 1/2 pence.

GEORGE THOMAS, Responsible Editor.