

British Packet

AND ARGENTINE NEWS.

[No. 973.]

BUENOS AYRES, SATURDAY, APRIL 12th, 1845.

Established in 1826.]

BUENOS AYRES.

Owing to the prevalence of contrary winds during the week we have no advices from the Bucoo later than the 7th inst., on which day only the detail of the late battle had arrived there and had not been published when the vessel bringing this intelligence sailed. Private letters, however, state the number of Riveristas killed in the action and pursuit to amount to 1,500, and the prisoners to 500. About 1000 fugitives had sought an asylum in Rio Grande, where they are said to have been disarmed by the Baron de Caxias, who, having made peace with the insurgents, will now, perhaps, be enabled to prevent any further breach of neutrality in that quarter. It was not known whether Rivera had actually emigrated, or was in the Rincon de Ramirez; but, as he must eventually take refuge in the Brazilian territory, if not taken, General Urquiza had demanded that his person should be secured.

Accounts from Montevideo state that a serious split had occurred between the Basques and French, the former refusing to obey Thiebaut; and that all was anarchy in the garrison.

Extract of a letter from Valparaiso, dated February 1845.

"Here in Valparaiso the leading feature in the news of the day, is the handsome New Theatre, just erected, the scenery by Señor Rafael di Geirgio, the celebrated painter, from Rome, who arrived here a short time since in the Sardinian brig Washington, from Genoa. An Italian Opera Company are now performing in full operas; they have been engaged for six months, and we have also a respectable Spanish company of comedians, some twenty in number, lately from Mazatlan.

"Chili politics offer nothing for remark, except that the papers will supply you with, in the shape of the annual reports to Congress by the several departments of Government. They will shew you a steady conservative system of improving what there is, without attempting perfection at once by the visionary *Decretomania* resorted to by the unfortunate Unitarian Governments in Buenos Ayres, which produced such disastrous consequences.

"The administration of justice is already on a most respectable footing; greater publicity and a gradual introduction of oral evidence, and azzises are to be the next improvements.

"I recommend the report of the department of the minister of justice to your perusal, and in fact those of all the departments. In that of war and marine, increased pay to the army, with regimental savings banks, a positive rule of promotion, to do away with favour, and the addition of a war steamer of 900 tons, and two brigs of war, are all measures much to the purpose.

"Against the finance department there is this complaint, that they keep too large a cash balance, idle, and out of circulation. This is one of the main arguments of a party here advocating the establishment of a National Bank, the principal organs of which party are Unitarian emigrants, which you will find perfectly natural. The Chili settlement at Port Famime, Straits of Magellan, called Fort Bulnes, is prospering, and has already proved useful to several vessels in distress.

"Santa Cruz remains at Chillian, a state prisoner at large, his wants and comforts most liberally attended to at the public expence.

"Bolivia is quiet and prosperous. General Ballivian had been elected President in his own right. His order not to coin any more debased small coin, but hard dollars only, had given great satisfaction.

"From Ecuador, nothing particular. The yellow fever in Guay had somewhat abated. New Granada and Venezuela appear to be prosperous.

"By H. B. M.'s ship Daphne, we learn that the Government of Centro America had acknowledged the British claims, and paid a part, in consequence of which the blockade by the British forces, both in the Atlantic and Pacific coast, had been raised. What, however, in this instance, is called the Government of Centro America I have not had time to inquire, for it is long since the five States were quite unconnected.

"By last advices, New South Wales was still labouring under dreadful distress, and enormous depreciation of property. We are getting in Chili a rather numerous British population from that quarter, a great portion of them *ci-devant* convicts, very fine people these, and uncommonly civil of them to give us the preference in their location.

"At the Sandwich Islands King Kamchamchah is legislating in a most liberal spirit, and provided himself and house of Peers can keep sober, much good may be done.

"Tahiti, in *statu-quo*, Queen Pomare declines having any thing to say to her French protectors, and the natives remained in an hostile attitude.

"By late advices from Sidney, matters there, were a little better, and prosperity in some degree returning.

"Matters in Peru are now settled. General Ramon Castillo has been elected President, he thereupon submitted *proforma* to the Lima authorities, who called a Congress, which is to meet on the 19th proximo, to install the new President. Menendez, the President *ad interim* (as President of the Council of State) has acknowledged all the acts of the Constitutional Junta, and Castillo with all his forces have entered Lima; General San Roman, for his slice, is made Minister of War.

"To conclude, a succession of balls and concerts during Carnival, the opera, the celebration of the anniversary of the battle of Chacabuco, (12th Feb.) and numerous dinner and other parties at present occupy the Valparaiso public."

Valparaiso, 12th February, 1845.

VESSELS OF WAR ON THE PACIFIC STATION.

BRITISH.

Collingwood, 80, ship of the line, Captain Smart, Rear-Admiral Sir George Seymour, sailed for Callao 15th January.

America, 50, frigate, Hon. Jao. Gordon, at Callao. Thalia, 42, frigate, Charles Hope, centro America. Fisguard, 42, frigate, Duntze, at Arica 4th Feb. Carysfort, 26, frigate, Lord George Poullet, expected at Valparaiso from Mazatlan, bound for England.

Talbot, 26, frigate, Sir Thomas Thompson, sailed 4th January for Society Islands.

Modeste, 18, corvette, Commander Bailey, expected at Valparaiso.

Daphne, 18, corvette, Commander Onslow, at Arica.

Salamander, 3, steamer, Commander Hammond, expected at Valparaiso from Islands.

Cormorant, 6, steamer, Commander Gordon, at Callao 31st January.

Basilisk, 6, ketch, Lieut. Hunt, condemned at Oahu, waiting Admiral's approval.

Nereus, 2, storeship, Master Bateman, at Valparaiso.

FRENCH.

Virginie, 50, frigate, Captain Clerq, Rear-Admiral Handin, expected at Valparaiso from Tahiti.

Uranie, 60, frigate, Captain Brouat, at Tahiti.

Charte, 60, frigate, Captain Penot, sailed from Callao for Valparaiso 24th January.

Meurthe, 32, frigate, Captain Guillevin, at Nukahiva.

Ambuscade, 32, frigate, Captain Mallet, at Tahiti. Heroine, 26, frigate, Captain Lecomte, at Valparaiso.

Triomphante, 22, corvette, Commander Partel, at Callao.

Somme, 20, gabarre, Commander Allin, at Valparaiso.

Ariadne, 24, gabarre, Commander Dutailleur, at Tahiti.

Lamproie, 18, gabarre, Commander de la Motte Piquet, sailed from Valparaiso 8th November for Mazatlan.

Rhin, 18, gabarre, Commander Bard, sailed from Valparaiso 8th November, for New Zealand.

Pheton, 6, steamer, Commander Masin, at Tahiti.

SARDINIAN.

Eridano, 18, brig, Commander Count Pirazze, to sail for Montevideo to-morrow.

AMERICAN.

Savannah, 44, frigate, Commodore Armstrong, California and Panama.

Levant, 20, corvette, Commander Page, at Callao 31st January.

Warren, 20, corvette, Commander Hall, expected here from Islands.

Relief, 6, storeship, Lieut. Helf, at Callao 31st January.

Shark, 10, schooner, Lieut. Howison, at do.

CHILE.

Chile, 44, frigate, Commodore Simpson, on a cruise to Valdivia and Chiloe.

Janaqueo, 10, schooner, Commander Martnez, at Valparaiso.

Bulnes, schooner, Lieut. Gatica, stationary in Port Philipp, Straits of Magellan.

Magallanes, ketch, Lieut. Muñoz Gamero, gone to Fort Bulnes, Straits of Magellan.

PERUVIAN.

Yungay, corvette,
Limeña, barque,
Paquete, schooner,
Alerta, schooner,
Libertad, schooner,
Vigilante, schooner.

} At Islay 4th February

H. M.'s ship Dublin, Rear-Admiral Thomas, sailed for Rio de Janeiro and England 23rd December.

French frigate Boussole, Captain Vignand, sailed for Rio de Janeiro and France 25th November.

H. B. M.'s steamer Firebrand had not arrived at Rio Janeiro from England on the 27th ult.

EPIGRAM.

A correspondent something new
Transmitting, sign'd himself X. Q.
The Editor his letter read,
And beg'd he might be X. Q. Z.

Advertisements.

UNION HOTEL
AND
FAMILY BOARDING HOUSE,
Calle de la Piedad, No. 6.

MRS. HANDY begs to inform her friends and the public that she has fitted up the above commodious premises as a Hotel and Boarding House, with an especial regard to personal comfort and accommodation, and by unremitted attention and moderate charges, she trusts to secure a share of that patronage and support, which it will be her constant study at all times to deserve.
Buenos Ayres, February 1st, 1845.

COLEGIO ARGENTINO
DE SAN MARTIN.

THE Rev. MICHAEL GANNON, a Graduate of the Royal College of St. Patrick's, Maynooth, and late Professor of Sacred Scripture in St. Mary's College, Oenit, and CHARLES CLARMONT, a Graduate of the Military and Polytechnic School of Paris, having been duly authorized to that effect by the Supreme Government, will open in this city on the 1st of April next, a Literary Institute under the above denomination.

The system of Instruction is designed to prepare young men for any of the learned professions, and for a commercial state of life; and accordingly comprises the following branches of a liberal, Classical and Commercial Education:

Religious and Catechetical Instruction; the Spanish Language, Reading, Writing, Arithmetic; History and Geography.

The English, French, Latin, and Greek Languages. Elementary Algebra, Geometry, Trigonometry, Composition, Oratory, Rhetoric, Logic, Moral and Natural Philosophy, Astronomy, and the other branches of Natural History.

Bookkeeping, &c., &c.
Further particulars may be obtained on application at the College, No. 110, Calle del 25 de Mayo.

Mrs. McGAW

RESPECTFULLY informs her friends and the public, that she has several rooms unoccupied and can accommodate gentlemen or families with board and lodging.
No. 33, Calle de Cangallo.

John Maria Farina,

The oldest distiller of the genuine EAU DE COLOGNE, No. 23, Rhine Street, Cologne.

BEGS to inform the Public, that in order to prevent the frequent imitations which occur from the large quantity of imitation of his Eau de Cologne which is shipped to the Colonies and Foreign Possessions, which imitation is of a most inferior quality, and not to be compared to his celebrated manufacture, he has appointed Messrs. SIMMONDS & CLOWES, 18, Cornhill, London, as his special Wholesale Agents for shipping to the British Colonies, who will always have a stock on hand, at the following net prices; and J. M. F. requests that his friends will give their orders to the above Agents, which will meet with prompt attention.

1. Quality Eau de Cologne, double, 9s. 6d. per dozen in short
2. Ditto, ditto, single, 4s. 6d. per long bottles.
3. Ditto, ditto, 3s. 3d. in long green bottles, in cases, from 25 to 50 dozen, packages included.

BRITISH AND FOREIGN NEWSPAPER OFFICE,

No. 18, Cornhill, London.

Simmonds and Clowes,

GENERAL NEWSPAPER and Advertising Agents, forward London and Country Newspapers to all parts of the world. Proprietors of Newspapers, Booksellers, and News Agents supplied on liberal Terms.
Advertisements are promptly inserted in all the Continental, London, and Country Journals and Magazines.

James Shaw

RESPECTFULLY acquaints his friends and the Public that he has removed to 139, Calle de la Victoria, where he carries on the Plumbing Trade, Water Closets, Wash Hand Stands, Hot, Cold, and Shower Baths, Pump for Algalves and Vessels, Zinc Rhomes and Pipes, Wind-mill Pumps, Vats, and Steaming apparatus fitted up for Saildors.

The Subscriber trusts by strict attention to business to merit a share of public patronage.
P.S. The firm of Anderson and Shaw has been dissolved by mutual consent.

THE 3rd Part of the English edition of the 'Mysteries of Paris,' having been taken from the Commercial Room, it is requested that it may be returned.

To be Sold,

A very good working Mangle, with 2 large Mill Stones, which give a heavy pressure, and a most regular frame and straps, &c., at a moderate price. For particulars apply, at Mrs. George's Stable Yard, No. 58, Calle de 25 de Mayo.
Buenos Ayres, 5th April, 1845.

To be Sold.

A HOUSE, Calle Cerito No. 227, Composed of 25 yards to the front (North) and 34 yards breadth South. To the Street there are 5 Rooms with Yards and Cookhouse, to the Calle Cerito, and to the Calle de Temple there is a fine Store, and a back store with counter, shelves, and glass case, and five Rooms on the same side, with fireplaces in each, all these rooms are rented. On the premises, inside are a large Dwelling House with a parlour, boarded floor, and a fireplace, chimney piece in it, and a glass case, and 4 Bed-rooms, with glass doors and canvas ceiling. Likewise a fine Dining Room 8 yards long, all made of boards, and a fine Alcove, and 3 Grape Vines in the ground Yard, likewise a Garden with fruit trees, plants, &c. &c. &c. and a Cookhouse and Well. For further particulars apply on the premises.

Miss Melburn

BEGS leave to inform her friends and the public that she has opened a School for Young Ladies, in the primary branches of education, at No. 192, Calle de Rincon, Montevideo, March, 1845.

PUBLIC HEALTH.

By a letter from a respectable individual at Santa Fa, soliciting in the most urgent manner a supply of vaccine matter. It appears that the small pox has made its appearance in that Province. The Director of the vaccine establishments of this city feels the most lively grief at this event, the more so as it is his decided opinion that it is from lamentable apathy alone that this dreadful scourge has been allowed to spread its ravages here, causing desolation and mourning to families which might have been avoided. There is yet, however, time to ward off in some degree the peril which threatens us, and the Director trusts that parents will not disregard the danger to which their offspring are exposed, by neglecting to have them vaccinated.

SATURNINO PINEDA.

Buenos Ayres, April 4, 1845.

SHIPPING MEMORANDA.

ARRIVED AT LONDON.

- Jan. 8, (Cork 27th November) British brig Mary Ann, Duncanson, hence 15th September.
- " 28, Do. do. Prince of Wales, Russell, hence 10th November.

AT LIVERPOOL.

- Jan. 16, (Falmouth 12th) British barque Jean Baptiste, Honeyburn, hence 2nd October.
- " 22, Do. brig James Gibson, Stuart, hence 12th November.

AT SCILLY.

- Jan. 19, British brigantine Minalto, Tregarthen, hence 15th November, with loss of fore yard and bowsprit.

AT DEAL.

- Jan. 29, British brig Betsey, Doughty, hence 19th November.

AT FALMOUTH.

- Jan. 23, H. B. M's packet Express, from Rio Janeiro 15th December, with the mail hence 16th November, by Dolphin.
- Jan. 28, Danish brig Eduard, Smidt, hence 13th November, and proceeded for Antwerp.

AT HAVRE DE GRACE.

- Jan. 15, French barque Paquebot de-la Plata, Belzaguy, hence 14th October.

AT ANTWERP.

- Jan. 13, (Falmouth 19th December) Danish ship Ospra, Holdt, hence 28th Septemberr
- " 20, (Coves 2nd) Hamburg barque Catharina Dorothea, Boljan, hence 6th October.

AT HAVANA.

- Dec. 10, Spanish brigantine Churruca, Truch, hence 27th September.
- " 23, Danish barque Orion, Matthiessen, hence 13th October.
- " 24, Spanish barque Provisional, Matosso, hence 1st November.

AT RIO JANEIRO.

- 6th ult, Brazilian brig Principe Agusto, Carneiro, hence 13th February.
- 7th " Do. barque Improviso, Correa, hence 26th February.
- 15th " H. B. M's packet Swift, from Falmouth 7th February, with the mails, for the River Plate.
- 19th " H. B. M's packet Spider, hence 20th February, Montevideo 27th do.

19th " Sardinian brigantine Iride, Gaggino, hence 23rd February.

SAILED FROM RIO JANEIRO.

23rd ult, H. B. M's schooner Viper, Lieut. James Carter, for Falmouth.

Some of the London papers have got into a discussion upon the present state of the British navy, in which the sailing and steaming qualities of a number of vessels are analysed. The following is the manner in which the "Morning Herald" speaks of the Gorgon, Cyclops, and Firebrand steamers:—

The Gorgon, when constructed, was to have been the largest and most efficient of the day of all the war-steammers, to carry 32-pounder guns on her main deck, and troops *ad infinitum*. Mark the result: when engine and stores, crew, &c., all on board (excepting 32-pounders on the main deck as proposed), with all spare engine gear stowed forward in the seaman's berths, the Gorgon swam so much by the stern as to bring the after-main-deck-port only three feet from the water, and in her passage from Sheerness to Long-reach, where her speed was to be tested in the presence of the Lords of the Admiralty, the lower half-ports on the maindeck had been caulked in; notwithstanding this, the officers cabins were filled with water.

"The Gorgon's speed was tested, and only eight measured miles an hour could be obtained. So untoward was the result of trial, that their lordships pronounced Gorgon a complete failure; and the surveyor, who was present, confessed the Gorgon was not what he could have wished. At the same time he solicited and obtained permission to try and improve a new vessel about to be constructed, and called the Cyclops. God knows where the Gorgon would have been had beam engines been placed in her, as first intended; but fortunately Messrs. Seward introduced at that time the direct acting engine, reducing the weight of engines considerably. To conclude, the Gorgon *so bad* as to be compelled to caulk in the ports fitted for guns.

"We now come to the Cyclops, another of the surveyor's steam-boats, and she was to be perfection, from the thorough knowledge of the cause of the Gorgon's failure. So perfect was she intended to be, that splendid lithographic drawings were struck off, showing the Cyclops in all her beauty, with guns run out; and, in fact, a master-piece. Well, the Cyclops was launched from Pembroke in 1839; her form was similar to the Gorgon, but with an increased length of 12ft., to give more buoyancy, the Gorgon having been found deficient in displacement about 200 tons only; this increased 12 feet to Cyclops would give about 150 tons capacity; but then the weight of material for the 12 feet would be nearly 50 tons, consequently, the real increase for capacity would not exceed 100 tons. Here we have only 100 tons to meet the deficiency the Gorgon had shown of 200 tons. Now for the result. When the Cyclops left the basin at Sheerness, with all her stores on board, guns, &c., the after main deck part was one-and-a-half inch nearer the water than the Gorgon's, and the poor Cyclops had to caulk her main deck ports in. Why this happened, against the increased length of 12 feet, was never satisfactorily accounted for; but no doubt a want of proper arrangement on board the vessel. The 12 feet more length might have been filled up with coals, &c., and on board men of war, where there is space, it is sure to be filled up. The Cyclops should have had at least 300 tons more displacement, to have met the weights placed in her."

"Another class of steam-vessels has lately been introduced (rather larger in their dimensions than the Cyclops and Gorgon) by the surveyor. The Firebrand is the first of this class that has appeared at sea, and her performances in the late experimental cruise are anything but satisfactory; the Firebrand rolled and jerked about to that degree in a seaway that it was impossible to cast the guns adrift for practice. The captain had to leave the cabin and take up his residence with the officers, and we will venture to assert, without fear of contradiction, no man was more delighted to get clear of the Firebrand than Captain Corry. A more uneasy vessel, in every respect, never went to sea. Unfortunately, there are at least four more useless vessels of this description."

Captain Corry, of the Superb, 80, has issued an order to the Midshipmen's mess of that ship, to the effect that the entrance is not to exceed 7l. for each member, and that the month's expenses afterwards shall not be more than 24s. per month. Captain Corry is not the only officer who has issued an order of this description, which was really rendered necessary by the extravagant expenses which have but too frequently been incurred.

MARINE LIST.

PORT of BUENOS AYRES.

April 5—Wind N. E.—rain at night.

Arrived, American brig Casket, 154 tons, Ezra Foster, from Boston 1st February, with lumber and general cargo, to Zimmermann, Frazier & Co.

French barque Proletaire, 165 tons, Edouard Dubrogué, from Marseilles, 30th January, with wine, &c., to Marion Laplane.

British barque Queen of the Isles, 278 tons, James Leach, from London 16th December, Falmouth 6th February, with general cargo, to Henry and George Dowse.

Passenger—(Cabin) Mr. Robert Marshall.
Do. (Steerage) Mr. James Forrest.

April 6—Wind S.

Arrived, Sardinian schooner Victoria, 66 tons, Antonio Gazzo, from Colonia 5th inst., with wood, to Ruggi & Co.

Sailed, Prussian schooner Uruguay, Otto Schroeder, for Rio Janeiro, despatched by Nash, Wilson & Co. in ballast.

Spanish polacre Casimira, Antonio Mataro, for the Havana, despatched by A. C. Santamaria, Llambi & Cambaceres, with 3870 quintals jerked beef.

April 7—Wind N. E.

Arrived, French brig Jeune Basquaise, J. Belar, from Havre de Grace 2nd February, with general cargo, to Lewis Chapetourage & Co.

National schooner of war Buenos Amigo, from Paysandu 5th inst.

Sailed, H. B. M.'s brig Acorn, 16 guns, Commander John Elliot Bingham, for Montevideo.

British brig Aristocrat, William Thompson, for Liverpool, despatched by Dickson & Co., with 4662 salted ox and cow hides, 15,000 bones, (4 tons) 2000 dry horse hides, 119 pipes with 4522 arrobas tallow, 115 bales with 3400 arrobas wool, 1 do. with 30 arrobas hair.

April 8—Wind N.—opposite coast visible.

Arrived, Sardinian brig Graciosa Fanny, 192 tons, Pedro Luis Tiscornia, from Bahia 15th ult., with sugar, &c., to Sa Pereira & Meyrelles.

Danish brigantine Comet, 100 tons, A. M. Schmidt, from Cadiz and Montevideo, to Zumaran & Treserra, but from having touched at Montevideo she was not allowed entry here.

Sailed, British brigantine Clitas, Samuel C. Paddon, for London, despatched by Stanley Black & Co., with 5596 salted ox and cow hides, 1500 dry horse hides, 19,000 bones, 100 pipes with 3800 arrobas tallow.

French corvette Expeditivo, 16 guns, Captain Miniac, Lieut. de Vaisseau, for Montevideo.

Passenger—M. Bourboulon.

H. B. M.'s hired schooner (tender) Iberia, Lieut. Harper, Commander, for Montevideo.

Passengers—Mr. John Hughes, &c.

April 9—Wind N.—hazy.

Arrived, Sardinian packet schooner Carmen, Pablo Bartolomé Cavassa, from the Buseo 7th inst., with produce and passengers, to Rizzo and Rosa.

H. B. M.'s schooner Spider, 6 guns, Lieut. Richard Elsworth Pym, Commander, from Rio Janeiro 27th ult., arrived at Montevideo 6th inst., sailed thence 7th.

Passengers from Montevideo.—Messrs. J. Tiedge, J. A. Bonefield, A. Nuguet, Eberhard, James White, M. Rugendas, Captain D. T. Viess and lady, Mrs. John Daley, Señora Graciosa Franesa, and a lady.

British brig Trio, 194 tons, James Winters, from Newport, (Wales) 1st February, with coals, to Hughes and Brothers.

Sardinian barque Prudencia, 235 tons, Carlos Rossi, from Santa Catalina 28th ult., Buseo 3rd inst., with timber, to Enrique Ochoa & Co.

Sailed, Danish brig Margarita, J. J. Moss, for Falmouth, for orders to the continent, despatched by Bunge, Hutz & Co., with 11,964 dry ox and cow hides, 451 salted do.

Passengers—Mr. Augustus Keppel and lady.

National brigantine Palma, with provisions, &c., for the National Squadron off Montevideo.

Sardinian schooner Paloma, Jose Capuro, for the Buseo, despatched by Rizzo & Rosa, with merchandise and passengers.

National schooner of war Buen Amigo, for Paysandu.

April 10—Wind E. N. E.—foggy, and heavy rain all day.

Arrived, British brig supposed Amelia, from Cadiz, Buseo inst., to Nash, Wilson & Co., with salt.

April 11—Wind S. S. W.

No arrivals.

Sailed, British brig Reliance, Charles James Fox, for London, despatched by Henry and George Dowse, with 3330 salted ox and cow hides, 30 dry do., 1500 dry horse hides, 11,400 horns, 3000 bones, 180 p-pes with 6830 arrobas tallow, 81 bales with 2400 arrobas wool.

Danish brig Fides, H. P. Closter, for Antwerp, despatched by Thode & Co., with 8700 dry ox and cow hides.

Spanish barque Eliza, José-Roldos, for the Havana, despatched by Pedro Antonio Sanchez, with 70 dry ox hides, 157 marquetas with 950 arrobas tallow, 3290 quintals jerked beef.

Sardinian packet schooner Rosa, Andres Priario, for the Buseo, despatched by Carlos Galeano, with merchandise and passengers.

British schooner Agenoria, Thomas Renouf, for Cork or Falmouth for orders, despatched by Hughes & Brothers, with 3870 salted ox and cow hides, 12,000 bones, 54 bales, 7 chigtas, and 2 bags with 1700 arrobas wool.

VESSELS READY TO SAIL.

British barque Rosa, for Valparaíso.
Do. brig Catherine, for Cork and Liverpool.
Portuguese brig Flor de Auorin.

Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of the 11th inst.

British.....	31
American.....	6
French.....	11
Spanish.....	4
Sardinian.....	12
Brazilian.....	6
Hamburg.....	2
Danish.....	4
Portuguese.....	2
Prussian.....	1
Swedish.....	2
Austrian.....	1
Russian.....	1
Kniphausen.....	1
Oldemburgh.....	1
	55

The Weather this week has been again changeable, and at times unseasonably warm. It, however, rained heavily on Thursday, which cooled the atmosphere, and did away with the apprehension of a drought. The thermometer which stood on Wednesday at 75 was yesterday at 60.

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

Saturday.....	72
Sunday.....	66
Monday.....	70
Tuesday.....	74
Wednesday.....	75
Thursday.....	70
Friday.....	60

Buenos Ayres, 10th April, 1845.

To the Editor of the British Packet.

SIR,—At the urgent request of the shipmasters and that of all my friends resident in this place, and influenced likewise on my own part by the desire of vindicating that which is dearer to the mind of a right judging man than the preservation of life itself—his personal character; I am induced (however unwilling under other circumstances to obtrude myself or my actions upon the public notice) to occupy your attention for a brief space, with allusion to an advertisement regarding myself which appeared in your journal of the 29th ult. I would confidently and most unhesitatingly refer to the circumstances of the order (with regard both to quality and quantity) in which the cargo of the ship under my command has been delivered at this port; the condition of the ship herself, and the state of discipline of her crew; as unequivocal proofs of the entire absence of that inattention to duty on my part which the publication above-named is too well calculated to impress upon the minds of those not personally cognizant of me. Disclaiming most entirely all wish to retaliate, and waiving every malicious feeling, I would yet desire to impress upon the consideration of those who have thus attacked me, that individual character is of too great importance to be needlessly and unthinkingly assailed, and would call

to their recollection a well known quotation (in which, as I write from memory, I may perhaps not be altogether verbally correct) that

"He who steals my purse steals trash,
But he who filches from me my good name,
Takes that which neither riches him makes and
me poor indeed."

I again repeat that I would have treated this matter with the silence which it merits, were it not that all those in this port who are engaged in a like pursuit with myself, (and by all of whom I am respected) urged strongly upon me the necessity of taking public notice through the medium of your widely spread Journal, of an advertisement, the tenor and tendency of which, in a foreign port, with a comparatively small number of British residents embraced within its bounds, were surely not sufficiently considered or acted upon.

By inserting the above you will very much oblige,
Sir, your most obedient servant,

JOSEPH PARK,

Master and part Owner of the
"William Carson."

Inner Roads, Buenos Ayres.

Advertisements.

Situation as Steward Wanted,

BY an active and respectable Young Man, a comfortable Situation as above, in a Merchant or Gentleman's House, or on board Ship bound to the United States, or Western Coast of South America.
References as to character, &c. will be given. Please address O. C. care of Mr. Thomas Burroughs, Watchmaker, 39, Calle de Cangallo.

Mr. A. ZINNY,

TEACHER OF THE SPANISH, ENGLISH, AND FRENCH LANGUAGES.

HE proposes to teach them by a peculiar method, so as to render the intelligent Pupil capable of understanding and speaking the same in a short time.
Residence, No. 120, Perú Street.

Ladies' Winter Boots and shoes.

JUST received per Navigator, and for Sale at D. Fleming's, No. 17, Calle de la Reconquista, a varied and select assortment of Ladies Boots and shoes, manufactured in London, express to order, and consisting of Goloshé Frauella Boots, with welt and heel, ditto, with spring heels and channelled edges, Fenella and patent leather Slippers with spring heels, bronze and cream coloured Slippers, stout walking Cudovan Shoes, likewise Children patent leather Shoes, the smaller sizes with straps.

To Let.

TWO neatly furnished rooms with beard, apply at No. 50 Calle de la Catedral.

PRICES CURRENT.

	8	210	each.
Doublons, Spanish.....	208	210	do.
Do. Patriot.....	200	202	do.
Plata, macquima.....	11	11	do for one
Dollars, Spanish.....	124	124	each.
Do. Patriot & Patacones.....	124	124	do.
Six per cent. Stock.....	80	80	do. per cent.
Exchange on England.....	4d.		per dol.
Do. France.....	44	44	cent. per dollar
Do. Rio Janeiro.....	124	124	per ct. premium
Do. Montevideo.....	124	124	do. do.
Carneiro United States.....	12	4	per U. S. dol.
Hides, Ox, for Engld & Gerny.....	46	4	per pesada.
Do. France.....	41	4	do.
Do. North America.....	38	4	do.
Do. Spain.....	41	4	do.
Do. salted.....	39	4	do.
Do. Horse.....	15	18	do. each
Calf skins.....	43	44	per pesada.
Sheep skins, common.....	26	27	per dozen.
Do. fine.....	31	32	do.
Deer skins.....	10	11	do.
Goat skins.....	26	30	do.
Nutria skins.....	6	6	do. per lb
Chinchilli skins.....	70	80	do. per dozen.
Horse hair, short.....	34	36	do. per arroba
Do. mixed.....	33	42	do.
Do. long.....	80	95	do.
Wool, common, washed.....	23	28	do.
Do. picked.....	35	40	do.
Do. short from skins.....	35	40	do.
Do. mesciza, dirty.....	15	30	do.
Tallow, pure.....	15	18	do.
Do. raw.....	84	9	do.
Do. with grease.....	14	15	do.
Jerked beef.....	25	26	per quintal.
Horns, mixed.....	200	250	per thousand.
Do. C. X.....	300	400	do.
Shoe bones.....	70	80	do.
Hide cuttings.....	22	24	per 100 lbs.
Ostrich leathers, white.....	8	9	per lb.
Do. black.....	6	6	do.
Salted hogues.....	5	5	per dozen.
Salt, on board.....	13	14	per fanega.
Discount.....	14	21	pr. ct. pr month

The highest price of Doublons during the week 213 dollars.
The lowest price 192 dollars.
The highest rate of Exchange upon England during the week 4-16 pence. The lowest ditto 4 pence.

GEORGE THOMAS, Responsible Editor.