

# British Packet



## AND ARGENTINE NEWS.

[No. 991.]

BUENOS AYRES, SATURDAY, AUGUST 16th, 1845.

Established in 1826.]

### BUENOS AYRES.

We have in our possession several documents in relation to the proceedings of the pseudo-peace-makers in the River Plate, up to the 4th inst.; but as they came to hand too late for translation this week, we are compelled to postpone their insertion till our next. In the mean time we can only state that the Ministers have entirely thrown off the mask, and openly declare themselves the protectors and panegyrist of the foreign mercenaries, who, with 400 Orientals in Montevideo, pretend to represent the sovereignty of the Oriental people. In fact, the rebuff which their extravagant demands met with in Buenos Ayres, appears to have rendered them completely rabid against the Argentine Government, to such a degree as to make them lose sight not only of the dignity of the diplomatic character, but even of the ordinary rules of decorum.

When we announced a short time since the Vandalic irruption of Mascarilla into the Province of Santa Fe, we predicted that the invaders would be soon arrested in their career of depredation and bloodshed. We have been fully borne out by the event, for, on the 2d inst., the city of Santa Fe was rescued from the hands of those banditti, and the horde itself put to flight, after losing 150 men in the encounter. General Echagüe continued in close pursuit, and entertained a very sanguine hope of overtaking Mascarilla in the deserts of the Chaco, particularly as the friendly Indians had carried off his spare horses.

**A fresh outrage.**—On the 9th inst., the National brig *Fanny*, in ballast, from the port of Sarate in the Paraná bound here, was boarded in the outer roads, by an officer of H. B. M.'s steamer *Gorgon*, who, after enquiring the name of the vessel, ordered the master to haul down the Argentine flag, which the latter declining to do, the officer himself performed the operation, and hoisted English colours instead, sending the master and crew on shore. We believe that this scandalous proceeding has been disavowed by the Commander of the steamer, and that it is now stated that the whole transaction was a mistake—a very satisfactory apology, indeed!

From the tenor of the following reply of the Foreign Office to another application of the "bores," it would appear that Lord Aberdeen did not anticipate late in May last the possibility of such a state of things here as that which has been brought about by the British Minister, invoking his Lordship's instructions. It will also be seen that, independently of the belligerent rights of the Argentine Republic, which his Lordship, perhaps inadvertently, overlooks, the Government of this country was perfectly justified in interdicting all intercourse with Montevideo. As to hardship, there is no case at all to be compared with that of innocent British subjects at the Buseo, who have been treated in the most harsh and inconsiderate manner by the operation of the Anglo-French blockade. The French, when alone, had more regard for British interests than that which is now shown when the "fostering hand" of their natural protector is felt.

Foreign Office, May 23, 1845.

(Copy)  
Sir,—I am directed by the Earl of Aberdeen to acknowledge the receipt of your letter of the 15th inst., inclosing copy of a decree by which the Buenos Ayrean Government prohibits from the 1st of March last, all communication between the port of Buenos Ayres and Montevideo, and requesting on behalf of the Mexican and South American Association of Liverpool, to be informed of the intention

of Her Majesty's Government with respect to the enforcement of the said decree by the Government of Buenos Ayres.

I am to state to you in reply, that, as every State has a right to interdict communication between its own territories and those of another State, Her Majesty's Government consider that they would not be borne out in pronouncing the Buenos Ayres decree to be altogether illegal, and contrary to the law of nations.

At the same time Her Majesty's Government consider that the sudden application of this decree to neutral vessels, coming from Europe with cargoes destined partly for Montevideo and partly for Buenos Ayres, would be a measure of such hardship as to afford just ground for remonstrance, and instructions will therefore be sent to H. M. Minister at Buenos Ayres by the earliest opportunity, directing him to remonstrate with the Buenos Ayrean authorities if they should persist in enforcing the provisions of the decree in question against British merchant vessels, which, in coming from Europe may have touched at Montevideo, or which may have been obliged by stress of weather to put into that port.

I am, &c., &c.,  
(Signed) CANNING.

James Byrn, Esq.

Extract of a Mercantile Letter from Liverpool, dated May 21, 1845.

"A petition signed by most of the bankers in town and many merchants, (the greater part, however, wholly unacquainted with the affair) has been sent to the Government, pointing out the necessity of insisting upon the free navigation of the Rivers Parana, Uruguay and Paraguay. It has been agitated by General O'Brien and others of the Montevideo party. We cannot think it will have any weight."

To the Editor of the British Packet.

Sir,—The memorial addressed to the Right Hon. the Earl of Aberdeen, having excited the general attention of our countrymen, and drawn forth the free expression of their opinions, which as part of the birth right of an Englishman, I would be the last to deprive them of, I beg, Sir, through the medium of your respectable paper, to state why I have joined heart in hand in carrying this measure forward.

I have resided more than sixteen years in these countries; on my arrival here I found the city in great alarm from the revolutionary movement of the 1st of December, which ended by injuring the British merchants then established, and deprived me of one half of the capital I introduced into the country by the fall in exchange. With what remained to me I purchased a schooner brig and traded to Corrientes until the government of that province published a decree raising the duties on imports, and on the extraction of produce, which amounted to a prohibition to foreign vessels to enter there; mine being a Brazilian built vessel, I fell under the penalties of that decree, and how was I treated! Having sailed from this port in ignorance thereof, and having had a long passage, I had not time to load my vessel within the period allowed for doing so, (three months from the date of the decree) and consequently became liable to the double duties on the return cargo: on that being demanded, I waited on the Governor, who enquired if I complained of the decree; I replied certainly not, as I knew most nations had protecting laws for their shipping, but that I considered that a law made for the benefit of the many was never intended to hurt only me, and that I should be the only sufferer; H. E. was pleased to mention my case to the Sala of Representatives of that province, and they very generously permitted me to pay the former duties,—ought I not to feel grateful for this liberality! Since then I have resided in this province, where I have been permitted

to carry on my business in town and country without any impediment, nearly the whole of that time the executive being under the control of H. E. General Don Juan Manuel de Rosas. Twice I have had occasion to present myself at the Police Office in this city, and on both occasions my complaints were attended to, and the offenders punished; have I not a right to be grateful to H. E., and the authorities of this country for the protection I have enjoyed, and express the same in the public manner I have done!

Sir, I need not assure you, or my countrymen who know me, that I feel as strong a love of country as they can possibly do, that I will yield to none in duty and devotion to my Queen, and feel the highest respect for the integrity and talents of that eminent statesman, Sir Robert Peel, Her Majesty's Prime Minister, but I cannot but disapprove and reprobate in the highest degree an intervention of the kind at present established. If it were at all proper to interfere, it ought to be done in a manner worthy of the power of England, alone, not combined with a second power, however great, and that power, snarling under the recollection of the triumphant manner in which its unjust pretensions were baffled by the patriotic and superhuman exertions of H. E. D. Juan Manuel de Rosas, in its recent interference in this country—and then she might have had the proud satisfaction of allaying party feelings, healing wounds inflicted by brothers, seen both shake hands, exclaiming, "Brother, brother, we were both in the wrong," and fixing the destinies of these countries by establishing a solid peace, founded on reason and justice, the harbingers of wealth and prosperity to us all.

I beg most distinctly to state, that this memorial conveys no complaint against Her Majesty's Minister Plenipotentiary here; on the contrary, I have no doubt he has honourably fulfilled the orders of his Government; it is nothing more than a declaration of the feelings we entertain of the manner we have been treated here, of the satisfaction we have in the treaty between this Government and our own, and our desire to be left in the uninterrupted enjoyment of the privileges granted therein.

One word more, Sir, and I have done. I beg to remind my countrymen that they are men of peaceful occupations, and have no right "to seek the bubble reputation at the cannon's mouth," and that as men of business, if they cannot pay the debt of gratitude they owe this country, they ought at least to be just and acknowledge it.

I am, Sir,  
Your most obedient servant,  
ALFRED HORTON.

Barraca de Potosi,

August 11, 1845.

Yesterday, 15th inst., being the day of the "Assumption," was kept as a close holiday in Buenos Ayres.

We are happy to be able to announce that the large amount of Doubloons robbed from the house of Zimmermann, Frazier & Co., has been, with the exception of about 150, recovered.

The lovers of music will rejoice to hear that the Oratorio of the *Creation* will be repeated on the 27th.

The British steamer *Vulture*, from Plymouth, 33 days, arrived at Rio Janeiro on the 23rd ult. She sailed with sealed orders, which were opened in the latitude of Lisbon. It is expected that she will proceed to the Cape of Good Hope and China. On her departure from Plymouth, the frigate *Vernon* and the brigs *Pandora* and *Herald*, were nearly ready for sea. The *Vernon* is to be Admiral Inglefield's flag-ship; the other two are bound for the Pacific.





body, but the "organ" at Washington. The government of Great Britain has never for a moment lost sight of the Texas question. And why this vigilance—why this strong and unceasing effort to prevent annexation? The answer is easy. The annexation of Texas would be but the first step in the mighty movement for the subjugation of this whole continent to republican government. Texas annexed, Oregon, California, Canada, follow—in all due process of time England desires to establish a barrier to this movement. She seeks to make Texas that barrier. Hence her laborious, secret, unceasing, anxious efforts to defeat annexation. Hence the crafty attempt, by seizing upon a hasty expression in Mr. Polk's inaugural address, to change the issue between the two countries, the annexation of Texas being a subject on which the minister could not say anything in Parliament without violating the principles of the recognized law of nations, and with which he had no right or pretext in that place to meddle.

We last week published a Memorial to the Earl of Aberdeen, Her Majesty's Principal Secretary of State for Foreign Affairs, praying that all forcible intervention in the local affairs of Buenos Ayres and Montevideo might be at once put an end to.

We regret to say that the copy from which we printed was not an exact version of the original, although its spirit and tenor is the same. The following will be found a correct copy which has been numerously signed by British subjects, and this petition certainly needs no particular recommendation of ours to the notice of our countrymen since no British subject can deny that it is based on truth and justice, and in no degree enters into the local politics of the country, but merely exercises a right which is the innate privilege of every subject of the British crown.

To the Right Honourable  
THE EARL OF ABERDEEN, K. T.

Her Majesty's Principal Secretary of State for Foreign Affairs.

WE, the undersigned Merchants, Farmers, Artizans, and other British Subjects residing in the city and province of Buenos Ayres, in the Argentine Confederation, respectfully beg to approach your Lordship to state—

That a notice having been posted in this city, and verbal messages sent to the country districts, offering to those who did not consider themselves and families secure under the protection of this Government, the means of embarkation, as in consequence of the refusal of the Argentine Government to withdraw its forces from the Banda Oriental, an interruption of diplomatic intercourse was expected to take place between this country and Great Britain, on or before the 31st of July next, after which period the civil protection hitherto dispensed to us by Her Majesty's Government would cease, as the British Minister Plenipotentiary would embark on that day.

We have deemed it just and expedient to bring before your Lordship our peculiar case, in the hope that the prayer of our petition will be attended to, and as British Subjects, our residence in this country may be peaceful, and that each may be enabled to attend with security to his lawful affairs.

It is scarcely necessary for us to state to your Lordship that the circumstances above mentioned have produced the greatest alarm amongst all classes, and that it is utterly impossible for us to leave the country we are in, where many of us are engaged in trade with Great Britain, hold large stocks of British goods consigned to us for sale, have heavy outstandings in a paper currency daily depreciating from the political events around us, others have their entire fortunes in this city and the country districts, and if we adopt any extreme course distress and ruin must befall us all.

By the eleventh article of the Treaty between Great Britain and the Argentine Republic, it is clearly stipulated, that if any interruption of the friendly intercourse existing between the two countries should occur, we are to be allowed the privilege of remaining and trading therein as hitherto, and we are therefore the more surprised that in a state of profound peace, we should be expected suddenly to leave this country, in which the present prospects and well-being of ourselves and families are entirely centered.

Some of us have resided for a great number of years, and to all of us during the period of our residence in this country the most ample, generous, and efficient protection has been afforded, and especially so during the administration of His Excellency Brigadier General Don Juan Manuel de Rosas, Governor and Captain General of the Province, charged with the foreign relations of the Argentine Confederation, against which we have no cause of complaint.

The privileges we have in commerce, pastoral, or agricultural pursuits, inland navigation, or any other branch of industry we may please to adopt, place us on a better footing than the natives themselves, since we enjoy all their best rights without any of their serious burthens, and we therefore consider it our bounden duty solemnly and formally to remonstrate against any measure calculated to impair the position we at present enjoy.

We have settled here on the faith of a treaty with this Republic, which, so far as we are concerned, has fulfilled to us all the stipulations it contains, and we cannot therefore but regret that any measure should be adopted by order of Her Majesty's Government which may in any degree affect or prejudice our interests.

Your petitioners cannot but deplore the armed intervention of Her Majesty's Government in the disputes or political differences of these states, particularly so, as such step has apparently been taken without due consideration of the large interests belonging to British Subjects in this country, and the utter impossibility of their being realized for an indefinite period from the depreciation of the currency and consequent suspension of trade, both which arise from the adoption of the measures we have already cited.

We therefore humbly and respectfully request that all forcible intervention in the affairs of these countries may be put an end to, and that the local political differences of Buenos Ayres and Montevideo be permitted to be settled by the inhabitants themselves, and that the rights of all be duly and lawfully respected.

We disclaim in the most positive manner the impulse of any motive for political meddling in the local affairs of Buenos Ayres or Montevideo, and we trust that your Lordship will cause such measures to be adopted as in your wisdom may seem just and proper for the protection of the interests of your petitioners, who, as in duty bound, will ever pray.

**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 2	Brig Richard Watson, Seeds	234	Santamaria, Liambi & Co.	Antwerp.
22	Barque Rose, Noah Elliott	234	John Best & Brothers	London.
June 6	Brig Cybele, John Fitchet	262	Stanley, Black & Co.	Liverpool.
9	Barque Winscales, John Marienburg	220	John Best & Brothers	Liverpool.
16	Brig Bella Portena, John Wm. Pyott	238	Parlane, Macalister & Co.	Falmouth.
20	Brig Anemone, John Walker	199	Nash, Wilson & Co.	Plymouth.
24	Barque Meady, John Hooper	252	Hughes Brothers	Falmouth.
July 7	Brig Camilla, Daniel Rennell	148	Hughes, Brothers	London.
14	Brig James Orr, William Martin	181	Macdonald, Dale & Co.	Cape of Good Hope.
18	Brig Bride, John Clark	186	Charles T. Getting	London.
18	Barque New Pink, John Foyntz	219	Charles Taylor & Co.	London.
Aug. 4	Barque Samuel Baker, F. Langlois	209	Henry & George Dowse	London.
12	Brig Ann, Lemley Kennedy	208	Brownell, Stegmann & Co.	Liverpool.
14	Brig James Duncan, Daniel England	241	Nicholson, Green & Co.	London.
<b>American</b>				
May 31	Ship Camilla, George H. Kempton	233	Daniel Gowland & Co.	Marseilles.
July 17	Barque Rosalba, George E. Bailey	232	Daniel Gowland & Co.	Salem.
Aug. 3	Barque Chancellor, A. Beauvais	227	Francis Dominick	New York.
3	Barque Winipac, John Mitchell	340	Samuel B. Hale	Boston.
3	Schooner Sarah Ann, P. Stevenson	60	Jacob Paravicini	
4	Brig Falconer, Charles W. Deamson	252	Daniel Gowland & Co.	
5	Barq. Margaret Hogg, William Litton	227	Jacob Paravicini	
13	Brig Tweed, W. G. Hands	206	Daniel Gowland & Co.	
<b>French</b>				
June 24	Barque Socrates, Fatome	130	Joseph Bazain	Havre de Grace.
July 27	Ship Paquebot des Mers du Sud, F. Cotineau	158	Joseph Bazain	Cette.
24	Barque Napoleon, Nicolé Rabardy	213	Chapeaurouge & Co.	Havre de Grace.
Aug. 3	Barque Henri & Louise, J. P. Gautier	227	Tomas Rousse	Cette.
7	Barque Deux Freres Unis, I. emenager	185	Bartholome Herand	Cette.
12	Barque Turanne, Felix Larché	214		
14	Brig Petrus		Vignal & Sons	
<b>Sardinian</b>				
June 14	Schooner Thalia, Antonio Battista Vassallo	62	Jacinto Caprile	Genoa.
July 5	Polacre Vencedora, Pablo Parodi	177	Juan Jacob Kliek & Co.	Genoa.
5	Polacre Precosore, Gerónimo Cuno	177	Jacinto Caprile	Genoa.
16	Brigantine Agata, Juan B. Dalorso	121	Piatsnera, Piaggio & Co.	Brazil.
17	Brig Caprichoso, Jacome Capello	155	Jacinto Caprile	Brazil.
Aug. 5	Schooner Paz, Sebastian Dalorso	121	Carlos Maria Huergo	Brazil.
6	Schooner Atrevida, G. Sacoto	121	Lezica & Co.	Brazil.
<b>Spanish</b>				
June 18	Brig Salvador, Juan Bautista Rischel	148	Felipe Senillosa	Havana.
July 7	Polacre Juanita, Narciso Marcia	179	Llavallo & Sons	Havana.
7	Polacre Manuel, Pedro Guercin	155	Zumaran & Tressera	Malaga.
13	Brig Arturo, José Ricoma	206	Santamaria, Liambi & Co.	Havana.
15	Brig Unico, Antonio Roig	168	Pedro Antonio Sanchez	
24	Brig Paquebot de Buenos Ayres, F. G. Veiga	185	Gerónimo S. de la Maza	
Aug. 4	Brig Fortuna, Silvestre Sensat	232	Llavallo & Sons	
7	Brig Esperanza, Pedro Guardiola	180	Llavallo & Sons	
<b>Brazilian</b>				
June 22	Brig Licia, Joaquin Ferreyrados Santos	170	Sa Pereira & Meyrelles	Brazil.
23	Brig Encantador, Juan F. Fernandez	190	Sa Pereira & Meyrelles	do.
July 2	Polacre Virginia, Alvinio Jacques Nicos	152	Juan Balbino Soriano	do.
16	Brigantine Bouito Porto, A. B. Oliveira	149	Juan Geronimo Martinez	do.
16	Brig Oceano, A. J. A. de Cunha	165	Juan Geronimo Martinez	do.
21	Brig Bolisario, Manuel da Silva Santos	232	Manuel Acevedo Ramos	do.
Aug. 5	Brig Tres Guimarnes, A. G. Viana	172	José Marques de Sousa	do.
<b>Danish</b>				
Jan. 10	Schooner Alfred, George Nielsen	198	Thode & Co.	Antwerp.
July 7	Brig Fortuna, Norton Olsen	164	Charles R. Horne	Antwerp.
11	Brig Ernest, Peter Knudsen	209	Thode & Co.	Antwerp.
14	Schooner Eliana, A. E. Axonsson	127	Freyer, Brothers	Havana.
16	Brig Thorvaldsen, Frederick Stage	232	Mohr, Ludovic & Co.	Antwerp.
17	Brig Courier, C. F. Thomsen	120	Charles R. Horne	Havana.
31	Brig Margaretha, Johann H. Jordan	153	Thode & Co.	Antwerp.
Aug. 4	Barq. Sara & Johanna, J.W. Witusen	186	Thode & Co.	Antwerp.
6	Brig Melitta, B. Moller	120	Egg, Krutish & Co.	Antwerp.
<b>Hamburgh</b>				
July 16	Brq. Laura & Louisa, C. H. F. Marcks	300	Thode & Co.	Altona.
Aug. 4	Barque Antoinette, Henry Balr	178	Zimmermann, Frazier & Co.	Hamburgh.
6	Brigantine Express, J. D. Cohrs	110	Lewis Winter	Falmouth.
<b>Dutch</b>				
July 16	Ship Anna, Kunst	460	Bunge, Hutz & Co.	Antwerp.
<b>Portuguese</b>				
July 15	Schnr. Joven de Lima, A. G. Avellar	130	Juan Geronimo Martinez	Brazil.
<b>Prussian</b>				
Aug. 3	Barque Herzog Bogislaw, J. F. Jaeger	250	Bunge, Hutz & Co.	Havana.
<b>Swedish</b>				
June 19	Brqn. Esperanza, F. Rautercrona	200	Zimmermann, Frazier & Co.	Hamburgh.
29	Brig Minoa, Charles L. Lundgren	140	Charles R. Horne	Falmouth.
Aug. 3	Brigantine Orion, Nicolas Larsson	110	Manuel Acevedo Ramos	Cette.
<b>Bremen</b>				
July 5	Brigantine Delphin, Daniel D. Spille	130	Deefen and Hughes	Bremen.
6	Barque Maria Albina, J. Haesloop	200	Bunge, Hutz & Co.	Bremen.
17	Brigantine Orient, D. Stege	150	John Jacob Kliek & Co.	Hamburgh.
<b>Belgian</b>				
July 18	Brig Windhond, E. Langhetes	204	Charles R. Horne	Antwerp.
<b>Hanoverian</b>				
July 17	Brigantine Heinrich, Johann Haesloop	126	Jacob Paravicini	Hamburgh.
<b>National</b>				
Aug. 3	Brig General Belgrano, Juan Guerrido	340	Santamaria, Liambi & Co.	London.

FOREIGN VESSELS OF WAR.

- BRITISH—Gorgon, steam sloop, Captain Charles Hotham  
Steam Frigate Erebus, Captain James Home  
Ship Satellite, 18 guns, Captain Robert Hibbert Bartholomew Rowley  
FRENCH—Steamer Fulton, Captain Mazeres.  
BRAZILIAN—Brig Capiberibe, 16 guns, Captain Antonio F. Pereyra de Melo.  
Corvette Bertioga, 18 guns, Captain William Parker.  
SARDINIAN—Corvette Aquila, 24 guns, Captain the Baron D'Auvare.

# MARINE LIST.

## PORT of BUENOS AYRES.

August 9.—Wind W.  
No arrivals or sailings.

August 10.—Wind N.W.  
No arrivals.  
Sailed, Brazilian brigantine, S. Julio, José Antonio Almeida, for Parnagua, despatched by Juan Gualberto Garcia, in ballast.

Sardinian polacre Carolina, Roque Piaggio, for Genoa, despatched by Pietrandra, Piaggio & Co., with 2777 dry-ox and cow hides, 748 salted do., 1500 horns, 45 boxes with 360 arrobas tallow, 186 bales with 5600 arrobas wool.

August 11.—Wind N.W.  
No arrivals or sailings.

August 12.—Wind N.  
Arrived, French barque Turenne, 214 tons, Felix Larche, from Cetta 14th May, with wine, &c., to British brig Ann, 203 tons, Lumley Kennedy, from Liverpool 7th June, with general cargo, to Brownell, Stegmann & Co.

French schooner of war Eclair, Lieut. Morier, from Montevideo 10th inst.

Portuguese hired schooner (tender) Boeage, from Montevideo 11th inst.

Sardinian schooner Bella Camilla, 35 tons, Carlos Bandino, from the Buseo 7th inst., with produce and passengers, to Ruggi.

Sardinian schooner Paloma, 123 tons, José Capurro, from the Buseo 11th inst., with produce and passengers, to Kiseo & Rosa.

Sardinian packet schooner Carmen, José Brungo, from the Buseo 9th inst., with produce and passengers, to Kiseo & Rosa.

Sardinian packet schooner Ninfa del Plata, Santiago Pertiga, from the Buseo 11th inst., with produce and passengers, to Juan Pablo Gestal.

National brigantine Victoria, 121 tons, Cristoval Carnela, from the Buseo 11th inst., in ballast, to Sa Pereira & Meyhelles.

National schooner Aurora and Zumaca Congolacion, from the Buseo 7th inst., in ballast.

National brig Leon, from the Buseo 9th inst., in ballast.

Sailed, French corvette Coquette, 24 guns, Captain Larnieu, French schooner of war Eclair, Lieut. Morier, Commander, and H.B.M.'s steamer Firebrand, Captain James Hope, all for Colonia.

American brig Francis P. Beck, James Sprague, for New York, despatched by Freyer, Brothers, with 2197 dry ox and cow hides, 802 salted do., 7472 horns, 301 bales and 21 cheguas with 9000 arrobas wool, 1 do. with 10 quintals hide cuttings, 20 do. with 500 dozen sheep skins, 15 do. with 350 arrobas hair, 6 do. with 4500 lbs. nutria skins, 4 do. with 250 dozen goat skins.

August 13.—Wind N.N.E.

Arrived, American brig Tweed, 306 tons, Washington G. Hands, from Baltimore 21st May, Rio Janeiro 19th ult., with flour, &c., to Daniel Gowland & Co.

H. B. M.'s steamer Firebrand, Captain James Hope, from Colonia.

Sailed, British brig Maid of Athens, Moran Laing, for Falmouth, for orders, to the continent, despatched by Rennie, Macfarlane & Co., with 10,650 dry ox and cow hides, 2000 salted do., 10,000 horns.

H. B. M.'s hired schooner Iberia, for Montevideo.

August 14.—Wind S.E.—rain all day.

Arrived, H.B.M.'s ship Satellite, 18 guns, Captain Robert Hibbert Bartholomew Rowley, from Montevideo 13th inst., with the mail from Falmouth 6th June, brought to Rio Janeiro by the Seagull packet, and thence to Montevideo by the packet schooner Spider.

British brig James Duncan, 241 tons, Daniel England from the Buseo 13th inst., with a few pipes of tallow, &c., to Nicholson, Green & Co.

French brig Petrus, from the Buseo 12th inst., with part cargo of produce, to Vignal & Sons.

Sailed, Sardinian corvette Aguila, 24 guns, Captain the Baron D'Auvare, for Montevideo.

H. B. M.'s steamer Firebrand, Captain James Hope, for Montevideo.

The British brig Maid of Athens which sailed yesterday was in sight this day, and the French corvette Coquette, and schooner of war Eclair were in sight, standing down the River from off Colonia.

August 15.—Wind W.S.W.—foggy—Rain all day.  
No arrivals.

Sailed, Spanish brig Emprendedor, Antonio Siches, for the Havana, despatched by A. C. Santamaria, Llanib & Cambaceres, with 100 dry ox hides, 4 quintals washed wool, 4530 quintals jerked beef.

Brazilian brigantine Emprendedor, José Pintos de Souza, despatched by Miguel Raggio Nobrega, for

Rio Janeiro, with 615 quintals jerked beef, 29 dry ox hides, 950 boxes tallow candles, and some cases of domestic goods.

Brazilian brigantine San José de los Placeres, Juan da Cunha, for Parnagua, despatched by Juan Balbino Soriano, in ballast.

Brazilian brig Rufina, Procopio Gonzalez Cordeiro, for Parnagua, despatched by Manuel Acevedo Ramos, in ballast.

The Sardinian Corvette Aguila, which sailed yesterday, was in sight this day.

We hear that the lights on the Island of Flores have been removed.

The British brig Jonathan Fell, from Liverpool, bound to Buenos Ayres, struck on a sunken rock off the Great Castillos, and was obliged to be run ashore in a sandy bay, close by. The mate, 1 man, and 2 boys, came on board H. B. M.'s ship Comus off the Buseo on the 8th inst., in a boat, and reported that they had left the master and remainder of the crew, and two passengers (one a female) on board, and that they had been plundered by the people from the shore. The Comus sailed on the 8th at 11 A.M., to the assistance of the Jonathan Fell.

The British brig James Duncan, and French brig Petrus, arrived at this port on the 14th inst. from the Buseo, which they were obliged to quit, without completing their loading, in consequence of the blockade instituted by the French and English Squadrons.

### From the "N. Y. Journal of Commerce," of May 23. LET US GO TO WAR.

John Bull wants a flogging—let's give it to him. He is insolent—let's flog him. He is spreading his power in all quarters of the world. His armies are all over the earth, his ships all over the water, and his merchandise all over land and water. Let's flog him. It will cost us a few hundreds of ships, and a few hundred millions of dollars, and a few score thousands of lives. It will turn society upside down, give rowdies and robbers the upper hand, and entail upon us an aristocracy of military heroes for another half century. All the better for that. John Bull needs a flogging, and he ought to have it. We want a flogging too, and it would do us good. We want bleeding as well as John Bull; so let us have it. Let us turn to, and have a real Irish knockdown. Who is going to have John Bull set his lions to growling at us across the water? We'll stop his noise, if it is by thrusting our own heads down his throat. Who is going to spend all his life in merchandising and manufacturing, and lecturing and preaching and printing? Who wants to hear this everlasting talk about conscience and reason, and right and wrong. The world has become stale and insipid. The ships ought to be all captured, and the cities battered down, and the world burned up, so that we can start again. There would be fun in that; some interest—something to talk about. The newspapers are not worth reading. The murders they tell of, are only one at a time, and the terrible explosions only go to killing half a dozen or so. We want to see men mowed down in long battalions, and artillery trains dragged over them before they are dead. We want to have squadrons of horse trample on men dying, but not dead, and see the blood spurt when they tread on living hearts, and see the vultures feed on the richest sort of carrion. We want, wherever we see a head, to break it; wherever a heart beats, to stop it; wherever there is beauty, to deform it; and wherever there is order, to bring in chaos. We can't bear these restraints which are called civilization. "This is mine, and that is yours." We want to own nothing, and rob for every thing. This world has swung out of its orbit, and come too near to what they call heaven. We want to swing it as far the other way, until it comes hard by, if not all over in, the infernal regions. If we can do no more, we want to fight old mother England, and flog her, and get flogged ourselves; and when we are both flogged well-nigh to death, then make a treaty, and have something to talk about.

The Weather this week has been seasonable.

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

Saturday	50
Sunday	48
Monday	48
Tuesday	54
Wednesday	56
Thursday	54
Friday	54

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

British	14
American	8
French	8
Spanish	8
Sardinian	7
Brazilian	7
Danish	6
Prussian	1
Swedish	3
Bremen	3
Dutch	1
Hanoverian	1
Belgian	1
Portuguese	1
Hamburg	3
Total	75

**DIED.**  
A few days since, Mr. JOHN ORR, native of Scotland, and many years resident in Buenos Ayres. Suddenly, on the night of the 1st inst., on board H. B. M.'s brig Racer, when on her passage homeward to Montevideo, Mr. JOHN TARRAS, late Swedish Consul at Montevideo.

### Advertisements.

**Mrs. Mc Gaw.**  
BEGS leave to inform her friends that she has several rooms unoccupied, and can accommodate gentlemen or families with board and lodging, at No. 33 Calle de Cangallo, August 13, 4845.

**To Let.**  
TWO furnished rooms, with board and attendance. Apply at No. 50 Calle de la Catedral.

**Oratorio.**  
A REPETITION of the Oratorio of the "Creation," is intended to be given on Wednesday Evening, the 27th inst., at 8 o'clock, in the Methodist Chapel, Calle Cangallo. Tickets \$ 40—may be had on and after Monday, 19th inst., at the Bookstore of Mr. James Steinman, Calle Universidad, where a plan of the Chapel may be seen.

**For London direct.**  
PASSAGE ONLY.  
The fast-sailing British Brig  
**"James Duncan," A 1,**  
Daniel England, Master.  
WILL have immediate despatch, leaving half her cargo aboard, and has eligible accommodations for passengers. Apply to the master, at Mrs. Smith's Hotel, 10 Calle de Cangallo.

**PRICES CURRENT.**

Doublions, Spanish	\$ 4 255	each
Do. Patriot	4 250	do.
Plata, macaquina	12 6 14	do for one
Dollars, Spanish	154 4 154	each.
Do. Patriot & Patacones	15 4 154	do.
Six per cent. Stock	78 4	do; iper cent.
Exchange on England	31 4 35	
Do. France	37 4 39	cent. per dollar
Do. Rio Janeiro	15 4	per ct. premium
Do. Montevideo	14 4	do.
Do. United States	15 4	per U. S. dol.
Hides, Ox, for Engld & Gerny	55 4 58	per pesada.
Do. France	45 4 48	do.
Do. North America	44 4 45	do.
Do. Spain	42 4 43	do.
Do. Horses	20 4 22	do. each
Calf skins	45 4 47	per pesada
Sheep skins, common	30 4 31	per dozen
Do. fine	36 4 38	do.
Deer skins	10 4 11	do.
Nutria skins	25 4 30	do.
Goat skins	5 4 51	dot. per lb
Chinchilli skins	70 4 80	dot. per dozen.
Horse hair, short	38 4 40	dot. per arroba
Do. mixed	45 4 46	do.
Do. long	100 4 110	do.
Wool, common, washed	32 4 30	do.
Do. picked	35 4 40	do.
Do. shorn from skins	35 4 40	do.
Do. mestiza, dirty	20 4 30	do.
Tallow, pure	16 4 20	do.
Do. raw	10 4 12	do.
Do. with grease	16 4 18	do.
Jerked beef	26 4 28	per quintal.
Horns, mixed	100 4 160	per thousand.
Do. Cx.	450 4 500	do.
Shin bones	70 4 80	do.
Hide cuttings	24 4 25	per 100 lbs.
Ostrich feathers, white	9 4 10	per lb.
Do. black	7 4 8	do.
Salted tongues	7 4 10	per dozen.
Salt, on board	18 4 20	per fanega.
Discount	11 4	pr. ct. pr. month

The highest price of Doublions during the week 262 dollars.  
The lowest price 235 dollars.  
The highest rate of Exchange upon England during the week 31 pence. The lowest rate 31 pence.

GEORGE THOMAS, Responsible Editor.