

British Packet



AND ARGENTINE NEWS.

[No. 1000.]

BUENOS AYRES, SATURDAY, OCTOBER 18th, 1845.

Established in 1826.]

BUENOS AYRES.

The combined forces of England, France and "Young Italy," flushed with the success of their exploits at Colonia, Martin Garcia and Gualeguachó, where there was nothing at all to oppose them; and undismayed by the repulse experienced at Soriano, carried their conquering arms to Paysandú in the hopes of taking and sacking that very important town. But, as was to have been expected, the expedition has terminated in the complete defeat of the unholy alliance, to the no small chagrin, it is to be presumed, of those pugnacious "peacemakers," Messrs. Ouseley and Deffaudis. The particulars of this affair have not yet come to hand, but of the fact there can be no doubt as Capt. Charles Hotham, of the *Gorgon*, who is up the Uruguay, is understood to have communicated it to the blockaders.

We omitted to announce in our last number the arrival at Montevideo of H. B. M.'s ship *Resistance* with a detachment of troops on board. It appears that this vessel was bound for the Cape of Good Hope, and that she called at Rio Janeiro merely to take in a fresh supply of water. But Mr. Hamilton—who, by the way, has earned no enviable celebrity for the conduct he has all along pursued in reference to the affairs of the Rio de la Plata—knowing that his colleague, Mr. Ouseley, had embarked in hostile operations, bethought himself that it would be an excellent idea to send ship and freight up to this river, leaving it to Mr. Ouseley to act in accordance with his instructions. It is now some time since they arrived, and neither has the vessel been sent on to her original destination, nor have the troops—557 men of the 45th regiment—been landed, at least up to the date of the last advices. This delay is ascribed by some to the difficulty Mr. Ouseley encounters in finding the article in his instructions which warrants the proceeding suggested by his kind friend at Rio, but others pretend that it is solely attributable to the want of barracks. Meanwhile, we learn from the *Gaceta*, that, on the 4th inst., in a celebration got up by Vasquez, among the decorations and emblems exhibited in the Plaza there appeared an Indian in the act of bursting his chains and trampling upon the arms of Spain. The Spaniards in the service of the intrusive authority became highly indignant at this display, and assembled in a body for the purpose of setting fire to the decorations; upon which Vasquez ordered the arms to be effaced, leaving the Indian without his prey. But this did not satisfy the infuriated descendants of Pizarro, who made away with the poor aboriginal by means of aqua fortis. The Gallo-Orontas, however, soon restored him to life; but this trait of "humanity and civilization" was productive of very serious consequences, three lives having been lost in the sequel. On the night of the 6th upwards of 500 Spaniards mustered together, and, spite of all opposition, placed the Spanish flag among the decorations, after which, amid loud cheers for Queen Isabel, they went and took up a position in a menacing attitude before Vasquez's house. It was said, adds our contemporary, that Vasquez had requested the English soldiers of the 45th to be landed to defend him; and if this pretension be acceded to, it will be easy to discover how admirably the exhibition of the Indian will have fallen to supply the want of the article in Mr. Ouseley's instructions which he had hitherto sought for to so little purpose. Nor is this the only incident which has lately occurred to afford Mr. Ouseley a pretext for landing troops to defend the "independence" of Montevideo. On the occasion of the appointment of a new Commander-in-Chief, in the person of Flores, vice the Minister of War, the principle officers of the garrison fell to loggerheads, and formed two factions among the soldiery, the one

headed by Thiebaut and the other by Cesar Diaz; and but for the dread of Vasquez's protectors, who threatened to land forces, the rival aspirants would have settled their dispute in a pitched battle. When there is so much at stake, therefore, it is but prudent to guard against the recurrence of a similar danger, and the 45th would be useful in the case of an emergency.

We perceive, by the late English papers, that immediately on the arrival of Mr. Mandeville at home, Buenos Ayrean stock rose from 45 to 51, in consequence of the sanguine expectations entertained of a speedy pacification, from the fact of Mr. Ouseley having withdrawn his ill advised memorandum, and—announced his intention of assuming a more appropriate position. By this time the British public will have learnt how sadly they have been deceived; but the holders of Buenos Ayrean stock have yet to suffer the cruel disappointment consequent upon the receipt of the intelligence of the Anglo-French blockade, which has placed the Argentine Government under the necessity of withholding for the present all further remittances.

Anniversary of the Birthday of H. M. the King of Prussia.

This anniversary occurred on the 15th inst., upon which occasion His Majesty completed his fiftieth year, and in honour thereof, the flag of Prussia was displayed from the Prussian Consulate in this capital, and by the Prussian barque Wilhelm, in this port.

The following has been posted in the Commercial Room:—

The undersigned, in consequence of a fresh official notice which he has just received, has the honor to inform the Merchants and Captains of merchant vessels, that the delay granted to merchant vessels to leave the port of Buenos Ayres is definitively prolonged to the 31st inst., inclusive.

Buenos Ayres, 17th October, 1845.

The Consul General of H. M. the King of Sardinia.

(Signed) PICOLET D'HERMILLON.

The Weather this week has been changeable.

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

Saturday.....	56
Sunday.....	62
Monday.....	65
Tuesday.....	75
Wednesday.....	60
Thursday.....	64
Friday.....	62

Foreign Merchant Vessels in the Port of Buenos Ayres on the evening of the 17th inst.

British.....	11
American.....	9
French.....	3
Spanish.....	5
Sardinian.....	6
Brazilian.....	4
Danish.....	3
Prussian.....	1
Dutch.....	1
	43

Our letters from Copenhagen of the 30th and 31st ult. intimate that at length political uneasiness had invaded that ordinarily well conducted city. A republican party had not only shown itself, but one of the alleged leaders of it had deemed it prudent to fly to the *refugium peccatorum*—London, in order to save his head. (From "Times," August 9, 1845.)

The following extract from the New York *Weekly Herald* of 12th July, is a proof of the ignorance, misrepresentation and falsehood, which find currency in the United States as well as in Europe respecting the affairs of these countries.

HIGHLY INTERESTING FROM SOUTH AMERICA.—The fine barque *Mary Chilton*, Captain Corning, arrived on Sunday from Rio Janeiro, with papers of that city to the 26th of May.

Among the passengers on board the *M. C.* are Brigadier General G. H. De S. N. Plantagenet Harrison, of the Argentine Republic, at present second in command of the army of the Libertador Corrientes against Rosas, and Brig. Gen. in the republics of Peru and Uruguay; and J. L. McNamee, Esq., of Rio de Janeiro.

"The frigate *Raritan* sailed from Rio on the 22nd for Montevideo; the sloop of war *Boston* was at Montevideo, and the *Bainbridge* was cruising.

"The Army of Corrientes, consisting of 6000 men, under the command of General Paz (who has been appointed director of the war against Rosas, and commander-in-chief) are encamped at Villeneuve, 33 leagues from Uruguay. Another division of the army, consisting of 800 christians and 1000 Indians (Pampas) under the command of General Lopez, Governor of Santa Fé, are encamped on the banks of the Paraná.

"The campaign against Buenos Ayres is intended to be opened early in October, with an army of 10,000, which is to be joined by a large force from Paraguay.

"The dispute between the government of Paraguay and Corrientes, respecting the forty-eight vessels under the flag of Rosa, which were bound for Paraguay, and were seized by Mandariaga, Governor of Corrientes, about eight months ago, has been settled in a friendly manner.

"The army of Corrientes possess 70,000 horses, and about 5,000,000 of oxen.

"The army of Rosas is now in possession of the whole Republic of Uruguay, with the exception of Montevideo—the entire force under the command of General Riviera having been completely destroyed at the battle of Aroza de India Muerta, by the army under the command of General Urkezé. General Riviera escaped into the Brazils almost naked, having been surprised while sleeping near the frontiers, three or four days after the battle. He is at present in Rio de Janeiro."

TEETOTALISM.—"Arrah, Teddy dear, will you tell me what is the meaning of teetotalism? Is it repale?" Teddy took his pipe out of his mouth, and deliberately said, "It's not repale, Dennis, but it's like it. Repale is dividing a sister from her mother. Teetotalism is cutting the heart out of a man, and sticking a lump of cold water in its place."

DISCONSOLATE.—A man being asked by his neighbour how his wife did, made this answer: "Indeed, neighbour, the case is pitiful; my wife fears that she will die, and I fear she will not, which makes a disconsolate house."

DOMESTIC WEATHER GLASS.—When your husband shows great anxiety on the subject of the delicacy of your health and the badness of the weather, you may be sure he is planning to go somewhere, and does not wish to take you with him.

pulse towards the spread of freedom over this vast continent? Shall a truculent administration dare to sell the pass to a foreign enemy, instead of being faithful sentinels on the ramparts of nationality? Never. Let it be recollected the West has spoken out; the mighty West with its uncounted resources, its unnumbered citizens; the West, which feeds the republic, keeps the papers of Europe from starvation, and holds in her hands the sinews of war—the aliment of two worlds. The West annexed Texas; the West will have Oregon. It is quite idle for the diplomats of Washington, Paris or London, to contemplate a disposition of the question on what they may be pleased to call mutually satisfactory terms. We tell these functionaries that they may fold their charts, and take their dog-eared of their quarto volumes, for a voice from without proclaims the award of American soil. These are not the days when negotiators and statesmen can sit in their stuffed arm-chairs, and parcel out the western hemisphere to their own liking and to their master's satisfaction, nor throw away three degrees of latitude for no better reason than to satisfy cupidity, or avoid the toil of a vigorous assertion of right.

Whatever truth there may be in the rumour of a contemplated compromise of our rights to Oregon, and every inch of it claimed by our government, one thing is certain, that no such settlement will ensure the blessings of peace for any considerable time. No administration can withstand the collision with the popular will, that would be caused by such an act. It is needless, however, to speculate on such a contingency, for we do not believe that the President of the United States can seriously intend to forget the voice that elected him, and which echoed in loud and undying notes "Texas and Oregon must and shall be ours."

(From the "New York Weekly Herald, July 12, 1845.")



THE SPANISH NAVY.

At the breaking out of the war with France, in 1793, the navy of Spain consisted of 204 vessels of all classes, including 76 line-of-battle ships, 53 being in commission. At the present moment this power possess only three line-of-battle ships—the *Soberano*, seventy-four guns, which has undergone a thorough repair, and is now in Cadiz. She will be stationed at Barcelona during the Queen's stay there. The other two—the *Heros*, 80 guns, and the *Gaerros*, 74, are at Ferrol, in a very dilapidated state, and would cost upwards of £100,000 to be put into a serviceable condition. Of the six frigates in the Spanish navy, three are in commission—the *Isabel Segunda* and *Cortes*, forty-four's, stationed at Havana, and the *Esperanza*, of the same force, on her passage home from Manila. Another frigate, the *Perla*, has undergone a complete overhaul at Ferrol, and is about to sail for Montevideo. The *Villa de Bilbao*, and *Maria Cristina*, 50 guns each, are laying at Ferrol, and will almost require to be rebuilt before they can go to sea. Besides these vessels there are the thirty-gun small frigates or corvettes, *Venus*, *Liberal*, and *Lorisa Fernanda*. The first named is shortly to proceed to Fernando-Po and Sierra Leone, the second is at Cuba, and the *Luisa Fernanda* is expected to be launched next month. There are likewise seven twenty-guns brigs in the Spanish navy. The *Jason*, *Patriota*, *Habano*, and *Marie*, at Havana, the *Manzanara* at Ferrol, the *Nervion* on the south coast of Spain, and the *Heros* at Ferrol. This vessel is to accompany the *Perla* to Montevideo. Six small brigs, carrying from six to ten guns each, are stationed in the Havana, the Philippine and at home. The *Alvaro de Bastan* and *Congreso*, of 160-horse power each, the *Isabel Segunda*, of 190-horse power, and the *Peninsular* and *Andaluz*, are the only steamers possessed by the Spanish Government. The *Alvaro de Bastan*, *Isabel Segunda*, and *Congreso* are stationed at Cuba. The *Peninsular* and *Andaluz*, originally passage boats, were purchased of a commercial company, and very bad bargains they have proved. The engineers of the three first-mentioned steamers are Englishmen. It is the intention of the Spanish Government to augment this very insufficient force by building several frigates and steamers abroad and at home. A 32-gun frigate, and two steamers of 450 and 220-horse power, the last of iron, are now upon the stocks in England. The two steamers will cost £120,000, and will be completed toward the end of June. Another steamer of 200-horse power is in the course of construction at Passages, and it is contemplated building a frigate, some brigs, and a small steamer at Ferrol, Carthagena, and Carraca.

(From a recent "London Paper.")



OLD AND NEW LONDON.

Extract from an interesting article under this title in the "Westminster Review," of June last.

Here are we, two millions of human beings, crowded upon a little spot five miles square, whence as from a mighty heart an impulse is communicated to every corner of the globe—inhabitants of a city which, from its influence in human affairs, will be remembered when even Rome shall be forgotten; and what does this government of ours, or the statesmen composing it,—busy with the cares of an empire upon which the sun never sets,—do for us? Occupied with the regulations of Hong Kong, and the defence of British interests on the banks of the Columbia,—what share of the watchful vigilance of a British Cabinet is enjoyed by us, here, on the banks of the Thames, in the streets comprising two hundred and fifty-one thousand houses round St. Paul's.

To answer the inquiry would be only to afford another illustration of the aptness of a large portion of mankind, while taking the warmest interest in the affairs of their neighbours, to forget the maxim of 'look at home.' But we doubt whether the history of the world would afford an example of the capital of a great nation more neglected in the national councils, less indebted to government aid for its growth and progress, as a place of civilized abode, than London.

In ancient times metropolitan improvement was an object for the ambition of kings. The glory of their capital was considered as their own. "Is not this Great Babylon that I have builded?" was an exclamation of pride, but of pride not unreasonably directed; and if Babylon corresponded with the description given of it by Herodotus, we may pardon the impulse of vain glory which turned the brain of Nebuchadnezzar. Egypt found in its Pharaohs,—Athens in a Pericles,—Rome in a succession of emperors,—architects and sculptors devoted to great structural works of public utility and the embellishment of their native cities; England only a George the Fourth. To no other British monarch does it appear to have occurred that great kings might be less worthily employed than in planning streets; or that if palaces and churches were worth building, their environs should be some thing more than a mere province of brick; and of late few persons of high influ-

ence or station appear to have troubled themselves with a thought about the matter. The royal patronage of Nash was the stimulus to which we may trace almost every improvement of importance since projected, or now being carried into effect. Regent Street, and the Regent's Park, created a taste for a better disposition of streets and buildings than had before existed, or than had then been commenced in Somerset-town, and established the precedent to which we owe the entire renovation of many parts of old London,—the palatial magnificence of Eaton and Belgrave Squares, the improvements on the estate of the Bishop of London, and the more varied and picturesque squares and crescents of the Kensington Park estate at Notting Hill.

Since the death of George the Fourth, government has taken no share in the initiation of corresponding measures; but the impulse given has been sustained by the public, and in some instances reluctant consents have been wrung from Chancellors of the Exchequer in aid of the general movement. The apathy, however, of government upon all questions connected with either municipal organization, or structural improvement, has been shown during the present session in the debates upon public cemeteries, the window duties, and various important suggestions of the sanitary commissions; and is exemplified by the history of the private bill now before the House for a new line of street between Westminster Abbey and the Vauxhall Bridge-road. We allude to the bill lately introduced with the sanction of the Metropolitan Improvement Commissioners; and which appears likely to be the first fruits of their three years' deliberation. This bill is only to give effect to a project twenty years old, and which obtained the recommendation of a Committee of the House of Commons as far back as 1832. Fifty thousand pounds (for which a dozen different projectors have been quarrelling) are to be voted in aid of the line; and this is all that government has done from that time to the present for the improvement of Westminster, south of Pall Mall, beyond rebuilding the Houses of Parliament on perhaps the worst site that could have been found in England for a similar edifice; a mistake which has led to more money being sunk in the mud of the river to secure a foundation than would have purchased the fee-simple of the whole mass of ruinous third and fourth-rate tenements between Millbank and Buckingham Palace.

MERCHANT VESSELS

IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.
For Arrivals and Sailings of Friday.—See Marine List.

Date of Arrival	Vessels and Captains Names	Tons	Consignees	Destinations, &c.
British				
July 18	Barque New Pink, John Poyntz	219	Charles Tayleur & Co.	London.
Aug. 4	Barque Samuel Baker, F. Longois	209	Henry & George Dowse	London.
	Brig James Omean, Daniel England	241	Nicholson, Green & Co.	London.
Aug. 1	Brig United, Amice Breautout	308	Bertram, Le Breton & Desjais	Falmouth.
29	Barque Cuo, John Le Grand	266	Nicholson, Green & Co.	Great Britain
3	Barque Heras, Nicholas Donough	241	Charles Tayleur & Co.	Liverpool.
31	Brig Aiyth, William Walker	199	McCann, Goring & Co.	Havana.
Sept. 2	Barque Charles, James Hollyer	276	Charles Tayleur & Co.	Liverpool.
10	Brig Phoenix, Robert Bell	220	John Best & Brothers	London.
13	Argentine Gunboat, A. H. Kemp	153	Brownell, Stegmann & Co.	Liverpool.
14	Barque John Pritchett, John Norman	162	Briscoe, Twyford & Co.	Liverpool.
American.				
Aug. 4	Brig Falconer, Charles W. Dennison	352	Daniel Gowland & Co.	Boston.
5	Brig Margaret Hagg, William Litton	327	Jacob Pasvein	Baltimore.
13	Brig Tweed, W. G. Hand	306	Daniel Gowland & Co.	Boston.
24	Brig Ouida, Samuel Hutchison	178	Daniel Gowland & Co.	Rio Grande.
Sept. 1	Brig Phoenix, Robert Bell	49	Oliver J. Hayes & Co.	New York
7	Barque Zenobia, Henry Barber	274	Daniel Gowland & Co.	Boston.
14	Barque America, B. F. Barry	313	Moss and Pardon	Boston.
14	Ship Shaw, Thomas W. Rae	343	Daniel Gowland & Co.	Boston.
16	Barque Louisa, Reuben Blanchard	173	Zimmermann Frazier & Co.	Boston.
French.				
Aug. 13	Barque Turenne, Felix Larche	214	Vignal & Sons	Marseilles.
20	Ship Parana, Leconte	256	Ochoa & Co.	Havre de Grace
Sept. 14	Brig Louise, Joseph B. Casard	179	Zuñaran & Treserra	Havre de Grace
Sardinian.				
Aug. 23	Barque Maria Eugenia, C. Lassolo	224	Zuñaran & Treserra	Genoa.
15	Palace Narciso, Juan Vassolo	186	Pieranera, Piaggio & Co.	Genoa.
30	Brig. Inde, Santiago Gaggino	91	Lavallot and Sons	Brazil
2	Palace Concepcion, Magnone	141	Pieranera, Piaggio & Co.	Genoa.
Sept. 22	Palace Margarita, Ambrosio Vacaro	151	Pieranera, Piaggio & Co.	Genoa.
	Schooner Alfred	120		Genoa.
Spanish.				
Sept. 2	Palace Esmeralda, José Millet	161	Lavallot and Sons	Havana.
16	Barque Industria, Salvador Millet	230	Enrique Ochoa and Co.	Cadiz.
16	Palace Pezinka, Agustín Amich	162	Don Antonio Sanchez	Barcelona.
16	Palace Rosario, José Darah	171	Santamaría, Llambí & Co.	Cadiz.
Brazilian.				
July 21	Brig Bissaria, Manoel de Silva Santos	232	Manuel Acevedo Ramos	Brazil.
Sept. 13	Brigantina Espectador, A. J. Diaz	147	Manuel Acevedo Ramos	do.
16	Brig Jacobina, Clemente J. Salvador	208	Juan Gualberto Garcia	do.
Oct. 5	Palace Condor, José Antonio Nicolich	176	Zuñaran & Treserra	do.
Danish.				
Sept. 16	Brig Emilie, E. F. Habertier	196	Frets, Malmö & Co.	Havana.
	Brig Omond, Claus C. Clausen	194	Charles R. Horne	Antwerp.
17	Brig Ana Cecilia, C. C. Eischer	176	Thode & Co.	Antwerp.
Dutch.				
Sept. 14	Sailbot Plata, John Henry Henning	174	Thode & Co.	Antwerp.
Prussian.				
Sept. 14	Barque Wilhelm, C. D. Schultz	369	Bange, Hutz & Co.	Antwerp.

FOREIGN VESSELS OF WAR.

BRITISH—Ship *Caracra*, 24 guns, Captain Sir Thomas Sabine Pasley, Bart.
 French, steam brig, Captain James Hope.
 UNITED STATES—Brig *Bainbridge*, 10 guns, Captain Lawrence Pennington.
 FRENCH—Brig *Pandour*, 16 guns, Captain Duparé.
 BRAZILIAN—Brigantine *Ollinda*, 10 guns, Captain Amazeas.

MARINE LIST.

PORT of BUENOS AYRES.

Sailed, on the 10th inst., Sardinian schooner *Palom*, José Capurro, for Rio Grande, despatched by Riso and Rosa, in ballast and with passengers.

Sardinian schooner *Bella Camila*, Filiberto, for Rio Grande, despatched by her Captain, in ballast and with passengers.

October 11.—Wind S. W.

No arrivals.

Sailed, Sardinian *zumaca* *Luisa*, Juan Bautista, Lombardo, for Rio Janeiro, despatched by José Maria Rughí, with 1150 quintals jerked beef, 200 boxes tallow candles, 4 barrels salted tongues, and 57 packages dried fruit.

American barque *Winipiac*, John Mitchell, for Boston, despatched by Samuel B. Hale, with 10,675 dry ox and cow hides, 332 calf skins, 13,000 horns, 24,000 shin bones, 1 bale with 53 chiguas, 3 bales with 2250 lbs. nutria skins, 4 do. with 150 dozen goat and 60 do. vicuña skins, 15 do. with 150 quintals hide cuttings, 5 do. with 450 calf skins and 120 dozen slunk calf skins, 143 do. with 3600 dozen sheep skins, 236 do. with 7000 arrobas wool, 34 do. and 50 chiguas with 1500 arrobas hair.

October 12.—Wind N. W.

No arrivals.

Sailed, Belgian brig *Windhond*, E. Langheteer, for Antwerp, despatched by Charles R. Horne, with 11,985 dry ox and cow hides, 1374 salted do., 7000 horns, 9 bales with 250 arrobas hair, 13 do. with 370 arrobas wool.

Danish brig *Melitta*, B. Moller, for Falmouth for orders, despatched by Egg, Krutish & Co., with 7709 dry ox and cow hides, 719 salted do., 1000 horns.

American schooner *Sarah Ann*, Charles Lynn Walker, for Montevideo, having been warned off by the blockaders on the 11th inst.

October 13.—Wind N.—opposite coast visible.

Arrived, Brazilian hired schooner of war *Angelita* Commander Juan de Silva, from Montevideo 8th inst., Colonia 12th.

American schooner *Spartan*, 70 tons, Robert G. Lelar, from Philadelphia, to Zimmermann, Frazier & Co. She was warned off by the Curacoa.

Sailed, Brazilian brigantine *Guillermina*, José Rino, for Rio Janeiro, despatched by Juan Balbino Soriano, with 2070 quintals jerked beef, 200 boxes tallow candles.

Danish schooner *Elinna*, Amond Emil Amondson, for the Havana, despatched by Charles R. Horne, with 2764 quintals jerked beef. Passengers—Mrs. Amondson and Mr. John Richard Schwartz.

October 14.—Wind N.—Shifted to S. in the afternoon.

Arrived, H. B. M.'s steam frigate *Firebrand*, Captain James Hope, from Montevideo 13th inst.

Sailed, American schooner *Spartan*, Robert G. Lelar, for Montevideo, having been warned off by Curacoa, on the 13th inst.

French corvette *Coquette*, 24 guns, Captain Larrieu, for Montevideo.

Spanish brig *Vencedor*, Juan Roses, for the Havana, despatched by Llavallol & Sons, with 80 dry ox hides, 4185 quintals jerked beef.

Spanish brig *Esperanza*, Pedro Guardiola, for the Havana, despatched by Llavallol and Sons, with 90 dry ox hides, 4164 quintals jerked beef.

Sardinian hired schooner of war *Ninfa del Plata*, Commander Qivenet, for Montevideo.

October 15.—Wind S.S.W.

No arrivals.

Sailed, Sardinian brig of war *Colombo*, 18 guns, Captain the Baron Tholoano, for Montevideo.

Brazilian corvette *Union*, 18 guns, Captain Francisco Manuel Barroso, for Montevideo.

British brig *Narcissus*, Paul Batty, for the Mauritius, despatched by Charles R. Horne, in ballast.

Brazilian brigantine *Alerta*, J. M. Olivera, for Rio Janeiro, despatched by Manuel Acevedo Ramos, with 2178 quintals jerked beef, 24 dry ox hides, 200 boxes tallow candles.

Brazilian launch *Maria*, Manuel Alexandre, for Rio Grande, despatched by José Maria Rughí, in ballast and with passengers.

October 16.—Wind W.S.W.

No arrivals.

Sailed, French barque *Napoleon*, Nicole Rabardy, for Havre de Grace, despatched by Thomas Rousseau,

with 8443 dry ox and cow hides, 513 salted do., 35 pipes, 11 quarter do., 73 marquetas, 133 barrels and 42 boxes with 3000 arrobas tallow, 18 tons bones, 58 bales with 3 chiguas with 1500 arrobas hair, 17 bales with 425 dozen sheep skins, 25 do. with 700 arrobas wool, 1 do. with 750 lbs. ostrich feathers.

Passengers—Steerage, 22 Basques. Sardinian schooner *Dolores*, for Rio Grande, despatched by Riso and Rosa, in ballast and with passengers.

October 17.—Wind N. W.

Arrived, a brig of war.

The American brig *Tweed*, and American barque *Margaret Hugg*, which were driven from their anchorage in the outer roads during the gale on the night of the 8th inst., have returned thither,—the former on the 13th inst., the latter on the 16th, and both without damage. Thus the gale passed off without any vessel being lost.

Blockade of the Port of Buenos Ayres by the combined Anglo-French squadrons.

The brig warned off by the Curacoa on the 7th inst. sailed for Montevideo on the 10th. She was not the Spanish brig *Centinela*, as supposed. The latter is still lying at Ensenada.

11th and 12th inst.—Nothing new.

13th.—The American schooner *Spartan*, from Philadelphia was warned off by H. B. M.'s ship *Curacoa*, and anchored near that vessel. A port-office boat (flag of truce) went on board the French corvette *Coquette* this afternoon.

14th.—The *Spartan* sailed to day for Montevideo, as did also the French corvette *Coquette*, one of her boats with a flag of truce having previously communicated with the shore.

15th, 16th, and 17th.—Nothing new except that on the two former days a flag of truce boat from H. B. M.'s steamer *Firebrand*, with Captain Hope, of that vessel, came to shore with despatches.

This day (17th inst.) completes the twenty-fourth day of the blockade.

Advertisements.

A Card.

IN consequence of the frequent applications Miss DUNGER has had for the reception of Boarders, she begs to inform her friends that her establishment will be removed by the 1st of next month to the spacious and commodious house, No. 79, Calle Potosí.

TERMS.

DOLLARS PER MONTH.

Board and instruction, including English, Geography, Writing, Arithmetic, plain and ornamental Needlework, &c.	200
Day Boarders	100
Day Scholars	30
French	30
Drawing	30
Miscellaneous	20

A CARD.

Doctor Clarke,

Visiting and Consulting Physician and Surgeon.

No. 11, Calle Potosí.

Advice Gratis to the poor from 9 to 11 A. M.

THORNDIKE'S RESTAURANT.

THE PUBLIC GARDEN, known by the above name, is now open for summer visitors. Gentlemen wishing to secure Rooms for the season, should apply early, as many are already taken. The omnibus and cabs will leave on least days every half hour, the Alameda and Calle C.rientes. Private parties and families can have the Couches call at their dwellings on working days, by leaving written orders at the Garden.

Attached to the establishment are good and safe stables, where horses are kept at moderate rates by the month.

Pegg'd Boots & Shoes.

THE subscribers have established a manufactory of pegged Boots and Men's Shoes, and Women's and Children's, which will be sold in lots to suit purchasers, at very low prices.

THOMAS WIRE & CO.

Calle de la Piedad, No. 112.

Notice.

TO Let, a most convenient and extensive barraca, both as it regards the parties and silences. It is situated in the Calle de la Alameda. For further particulars apply at No. 64, Calle de la Catedral.

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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 impositions 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, 15, 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. or long bottles.
3. Ditto, ditto, 3s. 3d. in long green bottles in cases, from 25 to 50 dozen, packages included.

BIRTH.

On the 13th inst., of a son, Mrs. MOORE, wife of Mr. John Moore, Sadler, Calle de Cangallo.

MARRIED.

On the 28th ultimo, Captain AMOND EMIL AMONDSEN, of Copenhagen, Denmark, to Miss SOPHIA, second daughter of Mr. Nelson Hartwig, of this city.

PRICES CURRENT.

	\$	¢	each
Doublons, Spanish	75	278	do.
Do. Patriot	55	258	do. for one
Plata macuquina	124	13	each
Dollars, Spanish	164	47	do.
Do. Patriot & Patavones	164	164	do.
Six per cent. Stock	76	4	do. per cent.
Exchange on England	1 1/2	4	do.
Do. France	32	35	cent. per dollar
Do. Rio Janeiro	174	43	per ct. premium
Do. Montevideo	17	4	do. do.
Do. United States	164	4	per U. S. dol.
Hides, Ox, for England & Germany	48	50	per pesada.
Do. France	42	46	do.
Do. North America	42	43	do.
Do. Spain	58	60	do.
Do. salted	45	48	do.
Do. Horse	21	22	do. each
Calf skins	44	48	per pesada
Sheep skins, common	28	30	per fanega
Do. fine	36	34	do.
Deer skins	8	9	do.
Goat skins	35	35	do.
Nutria skins	5	6	dol. per lb.
Chinchilli skins	80	90	dol. per dozen
Horse hair, short	38	40	dol. per arroba
Do. mixed	45	46	do.
Do. long	100	110	do.
Wool, common, washed	22	30	do.
Do. picked	35	40	do.
Do. shorn from skins	35	40	do.
Do. mestiza, dirty	25	35	do.
Tallow, pure	16	20	do.
Do. saw	11	12	do.
Do. with grease	15	17	do.
Jerked beef	28	28	per quintal.
Horns, mixed	400	151	do.
Do. C.	530	600	do.
Shin bones	70	80	do.
Hide cuttings	22	24	per 100 lbs.
Ostrich feathers, white	12	13	per lb.
Do. black	8	9	do.
Salted tongues	6	7	per dozen
Salt, on board	none.		per fanega.
Discount	11	24	per cent.

The highest price of Doublons during the week 278 dollars. The lowest price 257 dollars.

The highest rate of Exchange upon England during the week 32 pence. The lowest ditto 31 pence.

GEORGE THOMAS, Responsible Editor.