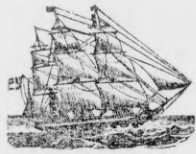


# British Packet



## AND ARGENTINE NEWS.

[No. 1009.]

BUENOS AYRES, SATURDAY, DECEMBER 20th, 1845.

Established in 1826.]

### BUENOS AYRES.



In the continued absence of any official accounts of the Anglo-French Commanders in the Paraná, we think we will gratify a very natural and legitimate curiosity on the part of our readers by inserting the details of the battle of Obligado given by one of the most violent anti-Argentine journals in Montevideo, and also the copy of a letter written by a British officer who was present, which has been forwarded to us by our correspondent in that city. We likewise borrow from the *Gaceta* a wood-cut representing the positions of the contending forces, as copied by that paper from the Montevideo *Comercio del Plata*.

"H. M. S. 'Firebrand,' 23d November, 1845.  
"Off Obligado, Paraná River.

"Dear Friends—

"On the 20th inst. we commenced on the forts (1) and a schooner about 9 A. M., and a dreadful heavy battle it was, and lasted about 9 hours. For 7 hours I do not think they ceased firing 3 minutes together rockets, cannister, grape and shot. About one hour and a half after we commenced, we set the schooner on fire; she burnt about one hour and then a tremendous explosion took place. Just about this time Mr. Meredith went with the Captain and two boats to cut the three chains that were across the river, fast to 23 vessels, some of them good sized ones. From the batteries a tremendous fire was kept up on them. In a very short time the chains were cut and the vessels separated, so as to get a channel right through; our boats came back all safe.

"We 3 steamers then went through to the upper part of the Forts; not one of their guns could be got to bear on us; we did some dreadful work from this position. About 4 o'clock the firing from the forts commenced to moderate; at 8 we landed. A skirmish lasted about 15 minutes; we spiked the guns of 3 batteries, and returned to the ship; the French did not land for some time after our people. When our boats were going on shore the cavalry tried to drive the people back to their guns; they would not go, and a skirmish took place between themselves; none of them have come near us since. (2) Yesterday we got off all their brass guns and destroyed the iron ones, blew their battery up, and destroyed everything that could be used against us.

"To-day we have been repairing damages, and getting the ships ready to burn; we have burnt several, and I expect to-day we shall complete.

"I must now give you an account of our loss and damages. The *San Martín* has 20 killed and 18 wounded. She had her anchors shot away, her masts and sails completely riddled, her hull not 2 feet of solid timber in it; she is like a sieve.

"The *Fulton* very near the same; one of her officers and several men on deck, the first engineer and three stokers all killed, and a number wounded, one wheel almost to pieces, the other very bad, 3 shots into her engine room, but none of her machinery hurt, 5 shots in her funnel, 2 in her steam pipe; she is in a dreadful state. All the rest of the French ships have a few killed and wounded, their hulls, rigging, masts and sails very much disabled.

"English Ships—*Dolphin*, one officer and six men killed, hull, masts and sails very much injured. *Phleomel*, 7 men killed, and one officer, Lieutenant, mortally wounded, sails and spars rather shattered. *Comus*, one Lieutenant and 1 boy killed—none wounded—15 shots in her hull, and a few about her rigging. *Fanny*, tender to *Gorgon*, all her fore-rigging cut away—none killed or wounded. *Gorgon*,

(1) This is rather too bad, to dignify with the name of *forts* feebly constructed batteries with mud parapets!

\* No such thing. Her own Captain set fire to her after his ammunition was exhausted.

(2) This is all false. The guns that had not been dismounted, had no ammunition to fire with.

2 shot in her hull, 2 or 3 in her spars and rigging—none killed. *Lucky Firebrand*, none killed or wounded on board, but one killed and one wounded on shore; we had only 2 killed on shore, 3 or 4 slightly wounded. As far as our men have been allowed to go with safety, there are to be seen about 500 lying dead; the place is completely covered; a great number lying in pieces where the shells had fell among them. (3.)

"It is generally believed and reported by some that have come for protection, that 1000 had been slain, for they were seen taking them away in carts all day. (4.) There were 4 forts, and a great number of English among them; they all fought bravely. I have seen some smart work several times, some few years since—one at Acre—but this is quite different—nothing like this has been taken in hand with so small a force. (5.) We all expect to leave in a few days for some forts further up the river." (6.)

(3) The Argentine loss was correctly stated in the official report. It would have been folly to have attempted to conceal it.

(4) Bravo! Why the whole Argentine force, cavalry included, did not exceed 1500 men.

(5) What does the gallant officer mean? Is it nearly 100 pieces of 80, 64, 48, 32 and 24 pounds calibre, against 35 of 4, 8, 10, 12, 16, 14 and 24, or vice versa?

(6) They have, indeed, gone up; but taking good care to give the Rosario and other forts a wide berth. In the mean time the poor merchantmen are left on the teethhooks of impatience.

MONTEVIDEO.—A revolt broke out last week in the battalion of Italian mercenaries; a whole company has been disbanded, and the ringleaders shipped off.

EUROPE.—Abd-el-Kader has returned to Algeria; a French detachment of 450 men was surprised by him, and only 10 escaped. There appears to be a probability of the war being renewed between France and Morocco. Serious disturbances have broken out in the Pontifical States.

### ARRIVALS AT MONTEVIDEO.

December 4.

Brazilian schooner-brig *Africano*, from Rio Grande 30th November, to the Captain.

Danish brig *Betty*, from Memel 10th Sept., with lumber, to Thode & Co.

French brig *La Antoine*, from Cette 1st Sept.

December 5.

British brig *Jessie Miller*, from Lisbon 19th Sept. to Bradshaw & Co.

December 7.

H. B. M's. troop ship *Apollo*, 93 guns, Capt. Wm. Radcliff, with 630 men of the 73rd Regiment, originally intended for the Caps of Good Hope, and last from Rio Janeiro.

French barque *Bonnie Adèle*, from Bourdeaux 24th September, to Laroch Lucas.

Prussian barque *Frederick Carlos*, from Memel 12th September, to Bunge, Hutz & Co.

Hamburg brig *Princess Royal*, from Hamburg 25th September, to Eberhard.

Danish barque *Orion*, from Rio Grande 6th December, to order.

Danish brig *Henriette Sophia*, from Rotterdam 24th September, Cadiz 23rd October, to order.

Sardinian barque *Bifronte*, from Bahia 22nd November, to Risseto.

Hamburg brig *George and Louisa*, from Bahia 6th ult., to Thode & Co.

Bremen schooner-brig *Hanseat*, from Bahia 6th ult., to Thode & Co.

December 9.

American barque *Chalcedony*, from Salem 62 days, to Southgate & Co.

Spanish polacre *San Antonio*, from Palania (Cataluña) 1st September, Cape de Verds 15th October.

December 10.

Bremen brig *Johanna Cesar*, from Antwerp 15th October, the Isle of May 10th November.

Spanish polacre *Prudente*, from Barcelona 2nd and Malaga 22nd October.

Brazilian schooner-brig *Melo*, from St. Catherine 2nd December, to José Antonio da Sosa.

December 11.

British brig *Jackson*, from Cadiz 8th October, to Nicholson, Green & Co.

French barque *Achille*, from Bourdeaux 14th October, to Louis Bernard.

Sardinian smack *Victoria*, from St. Catherine 1st ult., to Manuel Truco.

Spanish brig *Eolo*, from Barcelona 12th October, to order.

British brig *Matchless*, from Rio Janeiro 30th November, to J. Greenway.

December 12.

British brig *Smile*, from Liverpool 10th October.

Hamburg brig *Amphitrite*, from Hamburg 14th September, to Thode & Co.

Brazilian brigantine *Virginia*, from Pernagua 2nd ult., to Silas Burrows.

December 13.

Sardinian schooner *Lusitano*, from Pernambuco 15th November, to order.

French barque *Banare*, from Marseilles 13th October, to Bertram, Le Breton & Carlisle.

Chilean barque *Eriqueta*, from Valparaiso 6th November, to Zimmermann, Frazier & Co.

Danish schooner *Maria*, from Hamburg 8th October, to Klieck & Co.

British brig *Hebe*, from London, (arrived in ballast) to McLane & Co.

British brig *Urgent*, from Liverpool 24th October, to order.

Danish schooner *Maria*, from Hamburg 13th October, to Klieck & Co.

December 14.

Sardinian brig *Maria Teresa*, from Genoa 18th October, to V. Gianello.

Spanish brig *Julio*, from Barcelona 19th October, to order.

American brig *Hanover*, from Rio Grande 10th ult.

French barque *Julius*, from Rio Grande 10th ult., to Faustino Acha.

British brig *Heddon*, from London 23rd October, to Parlana, McLane & Co.

December 15.

American brig *Russian*, from Boston 62 days, to Southgate & Co.

H. B. M's. brig *Dolphin*, from the Paraná.

December 17.

British barque *Sultana*, Capt. Hugh Langmuir, from Liverpool 27th October.

H. B. M's. packet *Express*, from Falmouth 13th October, with the mail for the River Plate, had arrived at Rio Janeiro 20th November.

Vessels on the berth at Liverpool on the 24th October for the River Plate:—

British barque "Francis Burn."

Barque *Argentina*, Tilson.

Vessels on the berth at Hamburg, for the River Plate:—

Hamburg brig "Wilhelmine."

Hamburg barque "Herculeus."

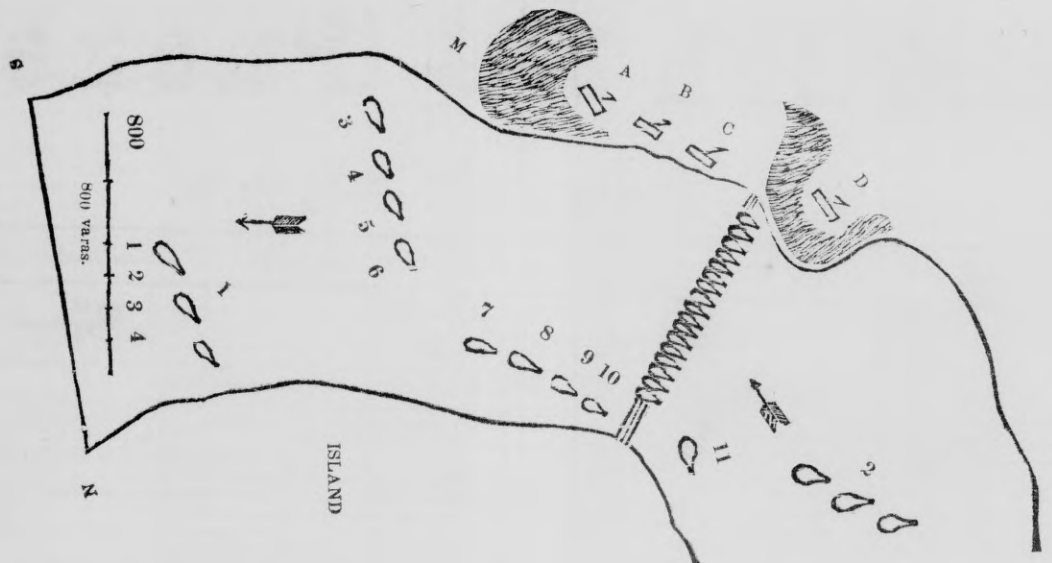
### Advertisement.

#### NOTICE TO BRITISH SUBJECTS.

THE undersigned, being duly authorised for the purpose, hereby gives notice that a General Meeting of the Subscribers to the British Episcopalian Church, will be held at their Chapel, on Tuesday, the 29th instant, at 1 o'clock, for the purpose of laying before it the Accounts of the Church Committee, and in order to make the necessary appropriations for this year.

PATRICK McLEAN.  
Buenos Ayres, December 18th, 1845.

## BATTLE OF OBLIGADO.



### REFERENCES.

- No. 1.—The three steamers, in their first position, on the 20th.  
 2.—Do. in their second position, after the breaking of the chain.  
 3.—*Procida*, Lieut. Mainere de la Riviere.  
 4.—*Philomel*, Captain Sullivan.  
 5.—*Fanny*, Lieutenant Key.  
 6.—*Expeditive*, Lieutenant Miniac.

- No. 7.—*Pandour*, Lieut. Du Parc.  
 8.—*Comus*, Captain Inglefield.  
 9.—*San Martin*, Captain Trichouard.  
 10.—*Dolphin*, Lieutenant Leving.  
 11.—Argentine brigantine *Republicano* alias *Vigilante*.  
 A.—1st Battery.  
 B.—2d Battery.  
 C.—3d do.  
 D.—4th do.  
 M.—Tala Grove.

The height of Batteries A. and B. was about 60 feet above the level of the water. C. was on the edge of the water.

*From the correspondent of the Montevideo "Comercio del Plata."*

Paraná, off Point Obligado,

November 22, 1845.

On the 11th inst., as you are aware, we left Montevideo, towed out by the French steamer *Fulton*. On the 13th, in the evening, we reached Martin Garcia, and at daylight next day we set out for the Guazú. On going into the mouth, when already near the vessels of the convoy, a launch with a good number of people dressed in red passed close by our side. We learnt afterwards that it was a privateer of Rosas', which was carrying off a small craft belonging to the convoy. The latter consisted of 31 vessels, including 2 barques and 1 brig; the rest were small craft under the Oriental flag. At Martin Garcia there were also some vessels which I presume belonged to the convoy. They were better there, because those in the Guazú were exposed to fall into the hands of the privateers. Those at the Island were guarded by the *25th of May*. This day we proceeded up the Paraná at the rate of  $6\frac{1}{2}$  knots, notwithstanding the current was running  $2\frac{1}{2}$  knots, and we anchored in the *Vuelta de la Batija*.

On the 15th we arrived at the mouth of the Ibicuy, where the vessels of the expedition had been for 6 days exercising the land troops. On the 17th, the whole expedition got under way, composed of the following vessels:—

**BRITISH.**—Steamers *Gorgon* and *Firebrand*, 6 guns each; sloop *Comus*, 18; *Philomel*, 6; a coal-transport (the *Fanny*) armed with 1 gun; and the brigantine *Dolphin*, of 3 guns.—Commander-in-chief Capt. ROZAM.

**FRENCH.**—Steamer *Fulton*, 2 guns; sloop *Expeditive*, 16; brig *San Martin*, 10; do. *Pandour*, 10; brigantine *Procida*, armed with 4 twenty-four pounders. The brig *Cacique*, serving as a coal transport, and the whale boat *Andréta*, unarmed, go in tow of the *Fulton*.—Commander-in-chief Capt. TRICHOARD.

On the 18th, at noon, we anchored off San Pedro, having between the town and us the island forming its harbor. Boats were sent in to reconnoitre it; soon afterwards we again got under way. At 5 P. M. we anchored at 2 gun-shot distance from Point Obligado. We saw the banks covered with people dressed in red, a schooner of war, 5 armed launches and 2 *misticos*, which were cruising in front of the chain. The *Dolphin* and the *Pandour* immediately gave them chase, and precisely at 6 P. M. the *Dolphin* fired a shot at them, which was the first gun

that England caused to resound in the Paraná; both vessels fired three shot at them—the launches fled, and night came on, leaving hostilities commenced.

On the following day the vessels made their preparations for action, and at noon a shower of rain fell which continued almost without intermission the whole day.

At daylight on the 20th November there was so much fog that we could scarcely see from one vessel to another. It began to clear off about 8 A. M., and the camp was seen covered with soldiers. The *Fulton*, having transferred her passengers to the *Andréta*, both divisions were now ready for action.

At 20 minutes past 8, the British brig *Philomel*, and the coal transport, the French brigantine *Procida* and sloop *Expeditive* got under way; they advanced slowly towards the batteries, as the wind was light and the current very strong. The three first were half an hour in getting within gunshot—the sloop could not approach. At 10 minutes to 9 the four land batteries and the brigantine *Vigilante* opened a terrific fire upon the van I have mentioned: and in those moments the remainder of the squadron began to advance, the three steamers bringing up the rear. Ten or twelve minutes of mortal agony for us who were looking on, passed, for we saw those three poor vessels suffer the fire of 28 guns without returning a single shot, as they had not yet taken up their positions.... Sympathise with us in this anguish, whilst I proceed to describe the position on as well as I am able.

The Paraná descends, running from N. W. to S. E., and suddenly turns to the left, and runs from W. to E., forming an elbow. Thus one going up the river winds his way between two islands, straight towards an eminence formed by the continuance of the banks skirting the Paraná; and next he has to turn to the right, approaching to within 500 yards of the bank, in order to weather the point of the island he has close alongside. This is what is called *Vuelta de Obligado*; and there is where Rosas wished to place his *non plus ultra* of the Paraná. The place is well calculated for the purpose, and in better days will fulfil the destiny for which it is intended by nature. There should be there not only a great fortress, but also a city for which there is a most eligible site.

Point Obligado is a bank slightly undulated in the centre, which divides it into two low flat hillocks, covered with *talas*, forming a grove on that to the left. Both, on reaching the edge, have a steep descent, forming natural walls. The undulation of the centre descends to the river by a gentle slope, and has only a *tala* here and there, especially on the summit.

On the hillock to the right there was a battery which I shall call No. 1; on the slope of the centre, close to the former, but lower down, another, No. 2; on the water's edge and in the very centre of the position stood No. 3; and upon the hillock to the left No. 4. From the foot of the latter to the point of the island occupying the left of the Paraná, ran a row of 23 hulks of brigs or schooners, moored stem and stern, and fastened together by three or four chains. At the extremity of this obstacle, and behind it, the brigantine *Vigilante* of 6 guns, was anchored. The fires of the batteries were all directed towards the chain.

Anchored at about 800 varas from it, the vessels I have named commenced to fire a few straggling shots, until 10 A. M., when all had taken up their positions, the fire became general. It was impossible for that of the vessels to be very brisk, as the calm did not allow them to manoeuvre, and the current prevented them from bringing their broadsides to bear well when they were at anchor. Notwithstanding, at noon, the fire of the batteries had considerably abated, though the steamers fired but little and remained far off. The French flag-ship (brig *San Martin*) had approached the chain nearer than any of the rest, and she, the *Procida*, and the *Dolphin* suffered almost the whole fire of the batteries, above all that of the hillock to the left which raked the chains. The *San Martin* was in the greatest danger, and the French steamer, getting under way, proceeded to her assistance, and to take off the shot, which, had they continued to strike the *San Martin*, would probably have sunk her. Her Commander, however, ordered the *Fulton* to haul off, as she prevented him from firing. Finally, having received one hundred and ten shots and lost a considerable number of killed and wounded, including several officers, she let herself drift down the stream, and Captain Trichouard shifted his flag to the *Pandour*. The *Fulton*, in getting out of the *San Martin*'s way fell foul of the *Procida* and caused her to take the ground; the *Fulton* offered to take her in tow, but the Commander stated in reply to Capt. Mazères that he was very well there as the current did not accommodate him, the bottom was soft, and he could bring his broadside to bear on the enemy. The *Procida* lost during the day two chains.

Meanwhile the crew of the schooner *Vigilante*, seeing themselves jeopardised, had abandoned the vessel, after having set fire to her, and precisely at noon the magazine blew up, and she disappeared. It was really a great and imposing spectacle. The English boats were in those moments cutting the chain, and the *Fulton*, perceiving that the obstacle was removed, was the first to pass, and go and ap

chor upon the left flank of the batteries, raking them all. At 4 the fire of the batteries was but trifling; the effect of the 80 pound balls and bombs was terrible, and had frightened Rosas's cannoniers. (1.) The latter, whenever they saw the steamers fire, skulked behind the breastworks; they then loaded, discharged, and again ran off. This was tantamount to acknowledging themselves conquered. Besides, the British steamers had also passed the chain; and without being molested, the three steamers made terrible havoc among the people on shore.

From noon we had seen several groups of cavalry in retreat, but at the hour above mentioned it was observed that the whole camp was in confusion. Some light pieces which had fired a little at the commencement of the action, from the extreme right, had been drawn off.

At 5 o'clock a shot was only fired at long intervals by the second and fourth batteries. The *Expeditiva*, which had lost a chain, and been swept down the current—the *Pandour*, which had taken the ground—and the *Procida*, which had removed to a distance to repair, availed themselves of the evening breeze, and approached the batteries.

At 6 we saw the boats move towards the shore; the landing was effected under a terrific fire from the *Expeditiva* and the *Procida*—which were so close in as to touch the land—from the British steamers, the *Phionel*, the *Dolphin*, and the English coal-transport. Rosas's infantry fled in dismay; only a few soldiers, concealed among the trees, fired some random shots. (2.) The battery on the hillock to the right, that next to it, and the one on the water's edge, were occupied, and the guns spiked and thrown over the bank, without any other casualty on the part of the victors than 1 man killed and 2 wounded. Captains Trehouard and Hotham went at the head of their troops, which, between English and French, amounted to about 450 men.

The pieces spiked, and the flags—not the Argentine, but the ones with caps and inscriptions—taken, the troops returned on board.

The position has been well sustained; and the triumph has cost the expedition about 30 killed and a proportionate number of wounded, and some damages in the vessels. (3.) Of these the most notable are the French steamer *Fulton*, which received *seventy four shots*, some between wind and water, and several in the paddles and engine, (which, nevertheless, did not render them unserviceable during the day, and they are still capable of use;) the *San Martin*, which suffered as I stated above; and the *Dolphin*, which had her sails cut to pieces. The English steamers, I believe, suffered nothing.

If I were to be the judge in this affair, and had to give my opinion with respect to those who most distinguished themselves, I would place, among the French, in the foremost rank, and on an equal footing, the *San Martin*, the *Fulton* and the *Procida*, (4) which being a merchantman fitted out as a vessel of war endured the whole combat in front of the batteries, and was the first vessel to receive the very violent fire with which it commenced.

Of the British I would name the pretty *Dolphin*, which was always at the side of the *Procida*, and the coal transport—this vessel, which is likewise a merchantman, is full of coal, and has only one gun; with it she kept up the fire the whole day, close in to the shore, though as she occupied the extreme left of the vessels, the batteries could do her but little injury. The English steamers, from their weight of metal, have had a very principal share in the victory; this merit belongs also to the French steamer. If the former have not suffered, it is because the long range of their guns gives them the advantage

of being able to operate at a distance, and their machinery that of choosing a favourable position. If the *Fulton* suffered so much, it was chiefly on account of the assistance she went to render the *San Martin*.

I have done wrong in not mentioning that when the *San Martin* was close to the chain, she undertook to break it; for this purpose the chief engineer of the *Fulton* had gone in person, but whilst engaged in the operation a shot cleft the unfortunate man in two. Previously to the action both divisions had made attempts to break the chain—the English endeavoured to cut it with a saw, the French with a sledge. With the saw one half was cut through in five minutes—with the sledge the whole was broken in one minute.

I am pretty certain that the best gunners in the batteries were the seamen who were restored to Rosas after the capture of the squadron. (5.) It is to be hoped that this lesson will not be lost. They have not done a little, fighting for a cause which was not their own. The batteries kept up the fire for 8 hours, though only two sustained it with vigor. The cavalry and infantry fled without fighting, which is, in my estimation, an evident proof that these men wished to be conquered. (6.) If they had fought the landing might have been fatal for the assailants, but, how can a people fight against the men whom they regard as their liberators! (7.) In a national war Point Obligado would not be taken with this force. Then there would be enthusiasm, and if it were reanimated by the thunder of five or six guns like those of the steamers, it would persevere until it conquered. This is my opinion, and I therefore think that the action of the 20th November is a very profitable lesson. (8.)

On the following day the troops made a second landing, and took the batteries of the hillock to the left, which had remained with its guns and banner. The pieces found were 22, 18 and 24 pounders. They spiked and threw the iron ones into the river; burned the carriages and emplanades; destroyed the bulwarks, and embarked 6 brass guns. They found the field covered with dead bodies, and took an officer and some wounded men. Those who sustained the point abandoned it overwhelmed with a real panic fear; they left their huts and tents in the state they were in; they left powder and balls, and above all their colors, which they might have saved. (9.) Thus, though at first view it would appear that a stout resistance was made, it was not so in reality. They have a good deal of shot at the beginning, because the vessels did not return the fire at all, or but very slightly. After the first two hours, they only fired, concealed, and with a few pieces; and the first battery which ceased firing was the one on the water's edge, that is, the most offensive one. When the moment of close fight came, they abandoned everything in disorder. (10.)

On the hillock to the right there were 6 heavy guns, and on the flank 2 light pieces; in the next battery 5 guns; in the lower one 4. On the hillock to the left 7; on board the *Vigilante* 6,—in all 30 guns; those of the vessel disappeared with her; the 2 light pieces were carried off; the rest were taken. Some one has told me that there were 33 pieces in battery, and that they carried off 10. It may be so, but I do not believe it.

The vessels had, among all, 88 guns, as far as I can learn. From that evening till to-day, no one has come near, not even to withdraw the dead by night. (11.) Only some men on horseback have been seen galloping by.

(1) The squadron furnished only a small proportion of gunners to the batteries; the greater part belonged to the garrison of Martin Garcia, and the militia of San Nicholas.

(2) It was never intended that the cavalry should come into action. As to the alleged cowardice of the infantry, hear what the correspondent of the *Nacion* says:—"The conflict was most terrible; the fire tremendous on both sides. ... At 6 o'clock twelve armed boats, leaving the sides of the English steamers stationed beyond the line of vessels chained together, and go behind them to disembark in front of the batteries in the centre. The *Procida*, *Pandour* and *Expeditiva* protect them from the centre; the English steamers from the right; the *Dolphin* and English coal-transport, from the left. The enemy makes a last desperate effort; but in vain, there is no human resistance that can withstand the onset of such intrepid and heroic seamen."

(3) What trash! If the landing did not prove disastrous to the aggressors, it is now known that it was because the Argentine Commander in chief was struck down when in the act of leading his men on to the charge.

(4) This is all very complimentary to the victors; but, this aside, even without the aid of Paxham guns, and with the ordnance such as it was, the position would not have been taken by the force which attacked it—as is evident from the admirable precision of the fire of the batteries—had the Argentine Government not expressly prohibited the use of red-hot shot.

(5) Here the writer palpably contradicts himself. A little before he said there were no Argentine colours taken, but merely the small red flag, which it is customary to display before every hut or tent in an encampment. As to powder and ball it is a pity he did not mention the quantity.

(6) All this is equally false and contradictory, as before shown.

(7) The *Nacion*, on the contrary, affirms that they were busily engaged in removing the dead.

#### FURTHER PARTICULARS.

The chain was cut very near the extreme right of the line of vessels. Captain Hope, of the *Firebrand*, took with him to perform the operation 8 men, an anvil and sledges.

The five launches and two *misticoes*, which were cruising on the afternoon of the 19th, proceeded up the river, after the disaster.

Captain Fitton, who commanded the *Chacabuco*, and fired on several occasions on this town, was recognised by many in a battery, and killed by a shot in the sight of all. (12.)

Several letters speak of an officer who during the engagement remained standing on the rampart of one of the batteries, exposed to the whole fire, and did not retire till the affair was over. It was believed to be Brown's son. (13.)

(12) Capt. Fitton knew this to be a fable as soon as he heard it, in Buenos Ayres.

(13) Young Brown behaved like a chip of the old block. The officer alluded to, however, is General Manilla, who remained as stated during the whole action, taking *mate* with the greatest sang froid.

#### ORIENTAL STATE.

*The Legislative Assembly of the Oriental Republic to the people whom it represents.*

(Continued.)

In 1837 he (Rivera) invaded the Republic with a force, the major part of which had been recruited in the adjoining Brazilian territory, and found in the nation equal resistance as at first.

In October, 1838, Rivera, aided by the public agents and naval forces of France, seized the supreme seat of power in the Republic, obliging the legal President to abandon it.

In November of the same year, surrounded by the armed forces which sustained him, and relying on the alliance of the French agents, he overturned by means of his celebrated criminal Declaration, the high Constitutional powers; he deposed all the authorities, subverted the constitution, and declaring that the right and the will for so doing resided in him, constituted himself supreme and absolute dictator, without the concurrence thereto of one single act of the people, nor of any authority to represent them.

At the same time he stipulated an alliance with the self-styled Government of Corrientes, in which the French agents had also a part, gravely compromising the interests of their Nation without its previous authorization or consent.

In 1839, in the midst of the terror which his military dictatorship, supported by the alliance of the French agents, excited, he caused Chambers to be named under his immediate direction, composed of men all of his own faction. The elections which thus took place, were effected in open contradiction to the laws, and without the least liberty being allowed to the citizens who attended.

This intrusive Assembly, although as appears from the election returns themselves, should only complete the period of the sittings of the Third Legislature, did continue legislating for a much longer time than that specified in those returns.

In 1842 other fictitious elections of Representatives were held with greater informalities even than the preceding, nor were they complete, two departments having taken no part in them.

The Senators of the self-called Assembly of Montevideo, have been uninterruptedly exercising their functions for a much longer time than that determined by the Constitution.

In said year 1842, this same Assembly changed the Ministerial form, against the provisions of the Constitution, and in opposition to this, named likewise a Council of State. It established also a quite unconstitutional amalgamation of both Chambers, and encroached on the judicial power by creating an exceptional tribunal, of individuals of its own body, with extraordinary powers to watch over the fulfilment of the laws and decrees it had dictated, or should in future dictate, punishing offenders at their will.

In 1843, the President of the Senate was authorized to exercise the functions of President of the Republic, which charge he has retained until this day, in manifest contravention to the Constitution.

This intrusive Government, a mere delegation of Rivera's, instituted with the design that it should perpetuate him in office, has not belied the origin whence it derived its authority.

It has torn from private individuals their fortunes, and outraged them in a thousand ways. It has sacrilegiously pillaged churches of their jewels to employ them in profane and immoral uses. It has delivered up for a vile consideration the chief branches of revenue and most valuable property of the nation to a company of foreigners, causing the state to contract the most burthensome engagements. It has committed excessive cruelties, persecuted faithful



citizens, and barbarously shot the defenders of the country in the back. It has nationalized illegally and treacherously the foreign residents in Montevideo, and placed arms in their hands to tyrannise over it. It has taken by violence the slaves of natives and foreigners, without paying their owners their value, in order to make them in a thousand ways the victims of imaginary liberty, while Rivera in the country obliged whole towns to be abandoned and set fire to, and dragged the unfortunate families after his hordes. It has sold the interests of the country, and made the greatest efforts to subject it to the predominance of European nations. In a word, it has transgressed all laws, violated all principles, and set at naught the respect due to all.

See, then, Orientals! when an authority of this sort is wished to be imposed on you, totally destitute of all legal character, and stained with so many crimes, whether the protestations of those who do so, are to be believed as sincere. Judge how far duplicity is carried when it is proposed to sustain that authority as if it were consistent with the independence and honour of the country.

Our independence has never required European aid, nor has any been given to obtain and preserve it. It is an American fact, in which no interests or rights have been ever mixed of those European powers who now come from beyond the ocean, affecting a wish to sustain it. A pretension the more strange, and the more to be regarded with jealousy, since, whenever it has been really in jeopardy, they have done nothing in its behalf.

And is it to be believed that desires of peace and the stimulus of humanity have now induced the Governments of France and England to order their Ministers to interfere in the manner they are now doing? Certainly not. Quite the contrary. War, and that not of an ordinary description, but war the most bloody, long and cruel war, is what is now sought for and promoted. Else, why should they have so strenuously exerted themselves to hinder the victors from consummating a definitive triumph, the necessary consequences of which could be no other than the immediate re-establishment of peace? How could they otherwise have made demands evidently inadmissible, knowing that by this means they protracted the termination of the war with all its deplorable disasters?

If humanity exercises so great an influence on their feelings, how is it that they but at this moment remember all that it has suffered in consequence of the barbarous and useless struggle instigated by the ruthless Unitarians here and in the Argentine Republic? Why have they not listened to its warnings when those furious destroyers overran both countries, preaching disorder and shedding in torrents the blood of the people who defended themselves? And why, above all, do they now open a new field that those disasters may be again repeated with greater fury than ever, and consummate the ruin of these countries?

A treacherous system of falsehood and deception for a long time pursued by the ruthless Unitarians with astonishing perseverance, has spread abroad an unworthy defamtion of the people of the Rio de la Plata. Facts have been distorted, a multitude of atrocities have been fabricated, which have never been committed, and the most trivial excesses, which are common to all intestine commotions, have been portrayed in so revolting colours, and have been so blackened that you have been made to appear as if you were semi-barbarous tribes, and had given yourselves up to rapine and slaughter, rebels to that discipline of civilization which they would have imposed upon you, and ever fighting to remain in a supposed state of barbarity existing since the colonial epoch.

The bland and hospitable manners of the natives of these countries have been by those infamous calumniators of their country, described as the most ferocious habits and practices, attributing to them a hatred against all foreigners, which has never existed, and which is completely denied by that great immigration of European population which at all times has preferred coming to settle in this part of America.

It would be nothing strange that the vulgar herd, you'd where the truth cannot be as it is here seen, prepossessed by their inveterate prejudices against America, and ever disposed to prefer the marvelous to what is common, should have given unbounded credence to those fabulous descriptions; but that the Governments of England and France, to whom it cannot be hidden, should lay stress upon them to make unfounded accusations, simulate tears which they cannot entertain, never had, nor have ever made manifest; this is what cannot be ascribed to aught else than a deliberate intention of neglecting no pretext, however remote it may be, in order to obtrude themselves in a question with which they have no legal or honest concern. (To be continued.)

## MARINE LIST.

### PORT of BUENOS AYRES.

December 13th.—Wind N.—shifted to E. in the evening, strong.

No arrivals or sailings.

December 14th.—Wind N.—changed to E. in the evening.

No arrivals.

Sailed, U. S. brig of war Bainbridge, 10 guns, Capt. Lawrence Pennington, for Montevideo.

Passengers—Messrs. Frederick Dorr and Wm. Eagle.

Portuguese corvette Dom João I, for Montevideo and Rio Janeiro.

Passengers—Francis Leeson Ball, Esq., H. B. M.'s Secretary of Legation to this Republic, and 2 servants, Messrs. Wilfred Latham and John Atkins, and lady, Mrs. Halkett and 74 others.

December 15th.—Wind N, at mid-day changed to E. No arrivals or sailings.

December 16th.—Wind

No arrivals or sailings.

December 17th.—Wind N, changed to E. in the evening.

Arrived, H. B. M.'s schooner (tender) Vigilant.

December 18th.—Wind N.

Arrived, Brazilian schooner Angelita, from Montevideo.

Sailed, H. B. M.'s schooner (tender) Vigilant.

## MERCHANT VESSELS.

IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

### NOTE.

#### FOREIGN VESSELS OF WAR.

BRITISH—Ship Caracra, 24 guns, Captain Thomas Spink Thompson.

FRENCH—Schooner late 9th July, 1 gun, Schooner Catalina.

SPANISH—Brig of war Hércules, 14 guns, Capt. José María de Cárdenas.

SWEDISH—Corvette Carle-Krona, 18 guns, Commander E. G. Klut.

SARDINIAN—Brig of war Colombo, 18 guns, Captain Buroo Tolosano.

BRAZILIAN—Schooner briz Augustus, 12 guns, Captain Luciano Tuberos.

Schooner Angelita.

### SHIPPING MEMORANDA.

#### ARRIVED AT FALMOUTH.

Sept. 23, H. B. M.'s packet Petrel, from Rio Janeiro 30th July, with the mail hence 29th June.

#### AT HAVRE DE GRACE.

Sept. 15, French brig Sylphide, F. V. Roqueir, hence 8th July.

" " French brig Jeune Basquaise, J. Belar, hence 22nd June.

#### AT NEW YORK.

Sept. 30, American ship Brutus, Adams, hence 1st August.

Oct. 3, American ship Courier from Rio Janeiro 28th August, with Amory Edwards, Esq., late U. S. Consul at Buenos Ayres, who left here 4th Aug., and Montevideo 7th.

#### AT ANTWERP.

Sept. 16th, (off Plymouth 11th), British brigantine Caesarea, Godel, hence 26th June.

" " British barque Baronet, hence 13th July.

#### AT HAMBURG.

Sept. 20, Hamburg brig Charlotte Bestman, hence 23rd June.

" " 30, Argentine barque Sirena, Goodrich, hence 24th July.

This day (20th inst.) completes the 84th day of the blockade.

By omission in our last week's paper, the sailing of the Brazilian schooner brig of war Glinda was not noticed. She left on Monday, the 8th inst.

### BIRTH.

On the 12th inst., Mrs. Adison Dorr, of a son.

### DIED.

On the 12th inst., aged 76, after a long and painful illness, DA. AGUSTINA LOPEZ DE ROSAS, relict of the late Don Leon Ortiz de Rosas, and mother of H. E. the Governor. This is the third domestic affliction with which General Rosas has been visited since he wields the reins of government. Humane and benevolent in disposition, as affiant in circumstances, the deceased lady was ever distinguished for the liberality she dispensed to the poor, by whom she was regarded as a friend and kind benefactress. Her humility was equal to the high station she held in society. She directed in her will that her mortal remains should be conveyed to the cemetery in the commonest hearse, and interred in the burial-places allotted to paupers. This injunction has been complied with, notwithstanding the application of the Bishop and Vicar General for permission to deposit her body in the vaults of the Cathedral. It was also a direction of hers that her funeral should be attended only by the members of her family, and that her obsequies should be solemnised in the most unostentatious and private manner.

We have the melancholy satisfaction to announce, that the bodies of the two American seamen, Edward Pheasants and John Williams, who were drowned on the 9th inst. in coming ashore from the U. S. brig "Bainbridge," were found on the night of the 12th inst. by the patrolas of the city. They were carried to the Cuartel de Marina, and notice given to the U. S. Consul early on the morning of the 13th. The Consul, at the request of the Captain of the Bainbridge, had the bodies taken to the house of Mrs. Whitaker, an undertakeress, where they were put in neat and substantial coffins.

The reward of four hundred dollars offered by the officers of the Bainbridge for the recovery of the bodies, was left by the Consul with the Captain of the Port, to be paid to those entitled to receive it.

The "Bainbridge" was ready for sailing when the bodies were found, and circumstances made it necessary for the officers to embark that day; consequently none of them or of the crew were at the funeral, which took place at 5 o'clock on the afternoon of the 13th. The remains were carried to the North American Cemetery in two hearses, accompanied by the Chargé d'Affaires of the United States, the Consul, and a large number of others of their countrymen.

In consequence of the absence of the Rev. Mr. Norris, the American clergyman, the Rev. Mr. Lodge, of the British Episcopal Church, kindly consented to officiate on the occasion. The relations of the deceased and their shipmates may rest assured that they were interred with all the respect that could be shown by their countrymen under the circumstances.

### PRICES CURRENT.

	₤	₹	
Doublons, Spanish	395	₹ 395	each
Do. Patriot	324	₹ 395	do.
Plata, macupina	15	₹ 19	do. for one
Dollars, Spanish	23	₹ 23	each.
Do. Patriot & Panama	24	₹ 23	do.
Six per cent. Stock	75	₹ 4	do. per cent
Exchange on England	2		nominal.
Do. France	21	₹ 25	cent. per dollar
Do. Rio Janeiro	3		per ct. premium
Do. Montevideo	2		do. do.
Do. United States	45	₹ 47	nominal
Hild. O. for Engd & Germ	45	₹ 47	per U. S. dol.
Do. France	42	₹ 44	per pesada.
Do. North America	28	₹ 40	do.
Do. Spain	10	₹ 42	do.
Do. salted			without price
Do. Horse	16	₹ 18	do. each
Calf skins	37	₹ 40	per pesada
Sheep skins, common	25	₹ 27	per dozen
Do. fine	29	₹ 30	do.
Deer skins			without price
Goat skins			do.
Sutra skins	34	₹ 4	do. per lb.
Chamois skins			without price
Horse hair, short	30	₹ 32	do. per arroba
Do. mixed	40	₹ 45	do.
Do. long	63	₹ 83	do.
Wool, common, washed	18	₹ 21	do.
Do. picked			without price
Do. shorn from skins			do.
Do. mesteza, dirty	12	₹ 30	do.
Tallow, pure			without price
Do. raw	13	₹ 14	do.
Do. with grease			without price
Jerked beef			do.
Horns, mixed	100	₹ 150	per thousand
Do. Cx.	340	₹ 400	do.
Shin bones			without price
Hide cuttings	5	₹ 6	per 100 lbs.
Ostrich feathers, white			without price
Do. black	8	₹ 9	do.
Salt, dry	5	₹ 6	per dozen
Salt, on board			without price
Discount	14	₹ 24	per cent. month

The highest price of Doublons during the week 395 dollars. The lowest price 370 dollars.

The highest rate of Exchange upon England during the week 24 pence. The lowest ditto 24 pence.

GEORGE THOMAS, Responsible Editor.