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BUENOS AYRES.

We are enabled, from various sources, partially to fill up the gap in the European intelligence between the accounts received direct from England and those which have reached us by the way of Cadiz.

The committee of the National Assembly of France on Foreign Affairs met on the 8th of July to hear the report of the section charged with inquiring into the question of the River Plate. M. Drouyn de l'Huys, who was the spokesman on the occasion, disapproved greatly of the policy of M. Guizot in these countries, and said that the effect of it was to make France appear at one and the same time to be carrying on a war and a peace policy. He thought that at present France ought to abstain from any active interference in this quarter beyond that of protecting Montevideo from aggression. He repeated—with peculiar ill grace for a Frenchman, so soon after the appalling scenes of June in Paris—the stale and revolting fable, so familiar to French statesmen, that the "principles of liberty and civilisation" were represented in the cause of the rebels and foreign rabble in Montevideo whilst that of the "liberty of savages and barbarians" was represented in the cause of the Republics of La Plata; and concluded by stating that the Government Committee—the Executive which preceded General Cavaignac's administration—hoped, that, by adopting a firm attitude they would succeed in maintaining the first of these principles until such time that, if necessary, the internal situation of France would allow it fully to ensure its definitive triumph. This accounts for the debarkation of French marines which has lately taken place in Montevideo. Cheering, indeed, are the prospects of the nominal government—it has only to trust to the chapter of accidents and wait for the consolidation of order and tranquillity in France!

A further change had taken place in the French ministry. General Bedeau having declined, on account of his wounds, to accept the Foreign portfolio, it had been restored to M. Bastide, who was replaced as Minister of Marine by Capt. Verninhac. M. Bethmon having resigned the post of Minister of Justice, M. Marie, President of the Assembly, was appointed in his room.

Prussia had ratified the armistice with Denmark, but the Diet of Frankfort appeared unwilling to give its assent, accusing the former power of treason to the German cause.

Republican movements had taken place in the Turkish provinces on the Danube, and in one of them—Walachia—a provisional government had been actually established. This event had afforded a pretext for the entry of Russian troops into the Turkish territory—an occurrence which was viewed with a great deal of jealousy both by France and Great Britain, the latter of which powers, it was said, was going to send a squadron to the Black Sea.

Venice had finally declared for annexation to Sardinia, and it was thought that this decision would induce Charles Albert to make more strenuous efforts to clear its territory of the Austrians.

It is understood that H. B. M's ship *Hastings*, with Mr. Southern on board, arrived at Rio Janeiro about the 5th inst. Mr. Southern, it is said, was not to proceed to this river till the arrival of the packet from England.

The following dispatch from this government to that of Sardinia sets forth the motives which prompted the former to give Baron Picolet his *congé*. It will be remembered that the Baron was originally allowed thirty days to leave the country, but this term was subsequently abridged to fifteen days in consequence of a protest from that gentleman, the language of which was deemed an aggravation of his offence.

The Minister of Foreign Affairs of the Government of Buenos Ayres, Encharged with those appertaining to the Argentine Confederation.

Buenos Ayres, September 2, 1848.
39, 33, 19.

To H. E. the Minister of Foreign Affairs of H. M. the King of Sardinia.

The undersigned is encharged by H. E. the Governor to lay before the upright and enlightened judgment of H. S. M. the serious and disagreeable facts which he now proceeds to state, in the fullest confidence that H. M.'s Government will know how to appreciate them in their fullest extent as well as the painful impressions which they have produced on that of the Argentine Confederation.

For a long time past this government has seen with pain the Chargè d' Affaires of H. S. M. in this Republic, Baron Picolet d' Hermillon, follow up a course of proceedings the inevitable result of which could in the end be no other than to compromise in a most deplorable manner the good relations of friendship between both countries, which the Argentine Government desires to preserve unimpaired and to draw closer with mutual interest and decorum. Led away, since the period at which he discharged the office of Consul General, from that just, prudent and impartial policy which should have guided his proceedings so as to make himself worthy of the good reception given him and of the confidence of the Government and of the country and in order worthily and faithfully to discharge the office conferred on him by H. M., he has done nothing but adopt and follow up a line of conduct diametrically opposed to such sacred duties and irritating in a high degree to the national opinion in the Republic and no less obstinately offensive to the dignity of the Argentine Government and to the sacred rights of the Confederation throughout the whole course of a long contest against foreign intervention domineeringly developed by the combined power of Great Britain and France against two independent States alike hospitable and regardful of the Law of Nations.

The Government of the undersigned has strong motives to complain that during the whole time which that foreign coalition has employed its strong power against the Confederation and its ally the Oriental Republic, since 1838 up to the present time, the Consul General of H. S. M. and subsequently Chargè d' Affaires, Baron Picolet d' Hermillon, swerving from his proper and exclusive mission to cultivate with a just and pacific spirit relations of friendship, has not ceased to be partial to and even boldly to thrust himself forward as a go-between of those same aggresive powers in regard to whose acts he should have remained perfectly neutral or at least circumspect. He has been the depository of trusts foreign to the position of a Public Agent whose Sovereign is on terms of sincere friendship with the Confederation. Availing himself of an officious charge of those same belligerent powers against the Republic, which he did not hesitate to admit, in regard to British and French persons and properties, he offensively and improperly obtruded himself to lay before this Government official reclamations tending to aggravate still more the complications already existing and totally at variance with the rules of the general Law of Nations; as Y. E. will perceive by the official documents relating thereto contained in the accompanying copy of the *Gaceta Mercantil* of 21st October 1847, numbered from 1 to 13. Ever disposed to repeat such unfriendly acts, antagonistic from his indiscreet conduct with the opinion of the country, gradually and fearfully stirred up, causing embarrassments and just displeasure on the part of this Government, his systematic proceedings cannot be otherwise viewed than a serious offance to the rights, the security and the honour of the Confederation. This Government also presumes that led away to such an excess the Chargè d'Affaires of H. M. will have followed up in his official dispatches to his Court the same unfriendly feeling which is shown by his acts; and it is led to believe this from the circumstance of a great number of Sardinian subjects having taken up arms in the city of Montevideo against this Republic and its ally the Oriental as well as from the fact of the Commander-in-Chief of the Sardinian naval forces in the port of Montevideo having disacknowledged the blockade of that port by the Argentine Squadron in 1845, without this Government having been up to this moment made aware of any resolution on the part of that of H. M., a neutral and friendly government to the Confederation, on such serious facts, notwithstanding the official demands which the Argentine Minister in London by the order of his Government addressed to that of H. M. on the subject of the disacknowledgement of the blockade.

The Argentine Government aware of the elevated principles of that of H. M. and fully convinced of the noble uprightness with which it cultivates relations with friendly States, has superabundant reasons to believe that those facts have not excited its high and enlightened attention solely because it has been mis-informed by its public agent in Buenos Ayres, the latter continuing in this case his strange devotion to the interests of powers the enemies of the Confederation and totally foreign to those of Sardinia and its august Sovereign, to the serious injury and peril of the good relations which both Governments are sincerely interested in promoting and drawing closer with reciprocal advantage and dignity.

The Government of the Confederation restrained by the high esteem and good will which it professes towards that of Sardinia and particularly so to the illustrious person of H. M. the King, whose justice and eminent policy are worthy of its cordial esteem, has made unceasing efforts to repress the just resentment of the general feeling and its own disagreeable impressions, filling the measure of its indulgence to the full and ceasing not to abound in prudence and moderation. This earnest solicitude and these considerations have been useless in the face of the persevering unfriendly proceedings of the Chargè d' Affaires. The moderation of the Government has been productive of no other effect than to encourage his presumption to such a degree that he allowed himself in an arbitrary and unheard of manner to offer premeditated, cruel and insufferable insults to the dignity of the Argentine Government and People, thus crowning with so turbulent an act of injury his inveterate ill-will and offensive proceedings.

On the 11th inst. the Chargè d'Affaires advised the undersigned verbally that it was possible that his fellow citizens in a moment of enthusiasm should after the inauguration of the new Sardinian flag display the same from their houses, and that he desired to know if there was any difficulty in the way. The undersigned replied that this was an affair appertaining to the Police Department and that he could there be more easily informed on this subject. The Chargè d'Affaires then stated that he would see the Chief of Police, for although he was ignorant whether his fellow citizens would hoist the new Sardinian flag it was always well to avoid every thing that might tend to destroy good order or go counter to Police regulations.

Y. E. may easily conceive the great surprise and exceeding displeasure of this Government on being apprised whilst things were in this state, and without any other previous occurrence with the undersigned, of the enormous excesses and unworthy outrages as daring as they are gratuitous, on the part of the Chargè d'Affaires, and of which Y. E. will become fully informed by the perusal of the subjoined attested copies of the official dispatches of the Chief of the Police Department dated 22d and 26th instant and of the documents annexed therein referred to which the undersigned under numbers 8 and 9 has the honour to forward to Y. E. for the full information of H. M.'s Government.

It is manifest from those documents that the Chargè d'Affaires without previously obtaining the necessary licence from the supreme authority of the country, ordered the Sardinian residents to display the new Sardinian flag from their private houses, thus trampling under foot the paramount rights of sovereignty and dominion of this Republic, in a manner so much the more heinous as after having been made aware of the reason why the Chief of Police could not ask for permission from the supreme authority for that purpose he burst out in the most insulting and offensive terms against the supreme Ruler of the State, thus presumptuously constituing himself a judge of its regulations, its laws and its rights. It is manifest also that he carried his audacity so far as publicly and violently to threaten the Chief of Police himself in the most anarchical and seditious manner in the middle of a public street, imprudently exposing himself to very disagreeable consequences which would have been extremely painful both to this Government and to that of H. M., the Chargè d'Affairs calculating perhaps thereon from the impression on the feelings the natives of the country and on those of the Sardinian population which he has excited by the seditious example of so glaring an outrage.

It is also shewn by those documents to the enlightened councils of H. M's Government, that the Chargè d'Affaires attacked in an unheard of manner, and by such means as are within the sphere of crimes of turbulent private characters, the honour both of the Argentine Government and of that of the Supreme Chief of the Confederation, worthy of his regard and respect from his high character and political standing, not less than from the numerous considerations which both officially and privately he has ceased not to confer on the Chargè d'Affaires of H. M., notwithstanding his irregular and unfriendly conduct so prejudicial to the cultivation of the good relations of friendship between both Governments. And such excesses on the part of the Chargè d'Affaires,—amongst which appears in a very glaring light the most strange deception in regard to facts which have not occurred with the undersigned and with respect to correspondence which never took place on the part of the Chargè d'Affaires,—not only attack on the other hand in a very unsuitable manner the present satisfactory state of those most interestisg relations, but have besides disturbed the public tranquillity in a most scandalous manner, to the manifest disregard of the laws and supreme authority of an independent country, allied to that of H. M. by the ties of the most perfect understanding and good will.

In such a disagreeable state of things the Argentine Government in order to preserve the rights and dignity of the Confederation and animated with a most lively desire to avoid most painful complications between both countries and to maintain unimpaired their relations of friendship, so seriously disregarded and offended by the conduct of the Chargè d'Affaires of Sardinia, has resolved to forward to him his passport this very day, in order that he may leave the Confederation, as stated in the documents of which authenticated copies are enclosed to Y. E. under numbers 10, 11 and 12, and to lay before H. M.'s Government the strong and just motives of this resolution as the undersigned has now the honour to do, begging Y. E. will please submit the same to the august councils of your Sovereign.

By a similar order of H. E. the Governor and for the same purpose the undersigned has the pleasing satisfaction to manifest to Y. E. that this resolution so urgently demanded by the honor and rights of the Confederation, by the dignity of its Government, by the public tranquillity and sacred interests of both countries, being limited, as it exclusively is, to the conduct and person of the Chargè d'Affaires, Baron Picolet d'Hermillon, far from tending to affect the distinguished consideration and friendship which the Government of H. S. M. merits from that of the Argentine Confederation, and the reciprocal relations of friendship which the latter so highly esteems and so sedulously cultivates, is adopted not only for the due preservation of the honour of the Republic, but likewise for the also paramount end of preserving those important relations from the dangers and rupture to which the Chargè d'Affaires, most seriously infringing the most important principles of the Law of Nations, has deplorably led them.

In the meantime and until the Government of H. M shall on its part deign to adopt a resolution in regard to the conduct of its Chargè d'Affaires in the spirit of justice and good policy which distinguishes the councils of H. M. the Argentine Government will take pleasure in continuing to dispense to the Sardinian residents in the Confederation the most efficient protection which it has guaranteed to them at all

times, which it fully assures them of and which it will not cease to extend to them according to the Law of Nations.

This Government is also cordially disposed to receive a new Public Agent of H. M's. who shall happily tend by a just and prudent line of conduct to draw closer the friendly relations, in conformity with the desires of both Governments and with the interests of both countries.

God preserve Y. E. many years.

Felipe Arana.

The last number of the »Archivo Americano» contains the following interesting article

Upon the occupation of the fort of San Juan de Nicaragua by British forces.

Before the aggressions of the European Governments in the River Plate are altogether ended, the public papers announce a new attack, committed by British forces, on another point of the American continent. We deplore these excesses, fatal to their perpetrators, who should already comprehend how opposed they are to sound policy, and to the friendly relations they are so much interested in preserving with these states. The destinies of America are irrevocable, and, however powerful and often repeated the attacks of their enemies, it will be impossible for them to change them. During their short existence, as free and independent nations, the Americans reflect with pride upon the triumphs of Belgrano, the valor of Bolivar, and Sucre, the exploits of San Martin, and the exalted and enlightened genius of General Rosas, who has gloriously defended for so many years the rights of his country, the independence of which he has rendered effective. These recollections suffice to keep them steadfast in the path, in which the founders of their public liberties placed them, and to inspire in them the noble and generous sentiments, that never conform to political degradation. And what else would be submission to a power, that does not spring up, freely and legally, from the bosom of the communities, over which it is called to preside? Would we again wear chains, depend upon unknown masters, and prostrate ourselves before Viceroys and Proconsuls, whose arbitrary acts America bears faithfully in mind, and which cannot now easily be forgotten, when States aspire to preserve, and not to lose their rights? He would form an erroneous estimate of the inhabitants of the New World, who should consider them debased and perjured, like the ruthless Unitarians. The prostitution of these abject sons of America is an isolated crime of a rebel faction, which, fortunately for the fate and honor of the country, has not made proselytes, and will have no imitators.

Reprobated and detested by their fellow-citizens, they have long been blotted out from the catalogue of Americans, and can never again be recognised as belonging to them. What the celebrated Vergniaud one day said of the French emigrants, from the rostrum of the convention, may with justice be applied to them: »If they have been desirous of our »blood, we are not so of theirs. Their crime has »been the wish to destroy their country. Well, then, »wandering and proscribed, let them find their »punishment in no where finding their country.» The Argentines blazon their glory in having vanquished the arms of their enemies, and in showing themselves worthy the name they bear. Let the other states of America imitate them, and no one will dare to insult them.

If we may rely on the news brought us by the latest European papers, the inhabitants of Nicaragua and Honduras appear disposed so to act, and we pray to heaven that their resolutions may be confirmed. The occupation of the most important, and best protected point on their coasts, is one of the greatest outrages of European diplomacy; and that it may be appreciated in its full extent, we will take upon ourselves the task of relating its history.

Among the States that sprung up from the colonial regime of Spain, Guatemala is one of the most privileged; being situated between the two Oceans, and destined, by its central position, and the configuration of its territory, to become the principal focus of the commercial intercourse of Europe with Asia. Inferior in extent to some of the other American Republics, it is notable for the abundance and variety of its productions: cotton, tobacco, coffee, sugar-cane, cocoa, vanilla, indigo, cochineal, silk, and a great number of medicinal herbs, balsams, and resins occupy a prominent place in the astonishing tableau of the vegetable riches of a soil, that produces the most valuable descriptions of wood, and the most esteemed metals. The abundant rivulets, that take their rise in its mountain-ranges, tend to fertilize it, forming immense deposits of water, amongst which the lake of Nicaragua, from its extent and beauty, holds the first place, presenting a picturesque appearance, from the many islets with which it is studded.

Its proximity to the Mexican territory, an interesting point of the conquest, not only on account of its mines, but from its having been the theatre of the first exploits of the Spaniards of the New-World, retarded the prosperity of these provinces, which remained united for a length of time to the Viceroyalty of New-Spain. Nevertheless its importance was not disregarded, and in 1532, a few years after its discovery, the Emperor Charles V. ordered the isthmus of Panamá to be reconnoitered, for the purpose of rendering the river Chagres navigable. This project, remarkable for the age in which it was conceived, was defeated by the jealousy of the Mexicans, who persisted in opening this line of communication by the isthmus of Tehuantepec, as had been suggested by Hernan Cortes himself, with a view of attracting the commerce of the world to that territory.

Another cause of its retardation was the allurement held out to pirates, by the remittance of the immense sums, that passed from Perú to Spain, by the way of Panamá and Portobello. Notwithstanding all the measures of precaution, taken by the Court of Madrid, for its safe transport, and though the two points we have just named were well fortified, they could not rid themselves from the attacks of the Bucaniers and Flibustiers (1), a formidable confederation of adventurers of all nations, that practised piracy on the southern seas and coasts: and such were their number and audacity, that the Spaniards had to abandon a great part of *Hispaniola*, or the island of Santo Domingo, where these pirates congregated.

The extraordinary impulse that had been given to commerce, by the discovery of the New-World, awakened the covetousness of all Governments, who being resolved to dispute with Spain the advantages of her monopoly, invited the principal chiefs of the pirates, to come and enlighten their councils by their experience. Among the various projects that were then discussed, the preference was given to that of establishing colonies, on some of the islands nearest to the American continent, that they might serve as a rallying-point and centre of action for the executors of these undertakings. The island that appeared best adapted for this purpose was that of St. Christopher's (2,) where the foundations of the new colony were laid, under the auspices of France and England. Its founders, who were these same pirates, in order to guard against any mishap, killed in one night the greater part of its inhabitants (3,) without troubling themselves about what might be said in Europe, at a time when such clamours were raised against the cruelties of the Spaniards. Discord soon broke out between the French and English, and a Spanish squadron that surprised them in this situation, expelled them from their establishment, which they shortly after again took possession of, with the same facility as they had abandoned it. Not content with possessing one, they invaded others, counting always on the approbation and assistance of their Governments; and to those who condemned such conduct, the official Agents replied: *It is expedient to allow those to act that may at any time be disavowed, but whose success may be advantageous.* A maxim worthy of Maquiavello, and that has not yet been erased from the political note-book of some Governments.

In 1654, before the war broke out between England and Spain, a company of English, French and Dutch pirates, concerted to leave the islands, and make a formal expedition against the continent: and in vessels and canoes, they landed on the coasts of Mosquitos, and penetrated into the country by a river to the south of cape »Gracias á Dios,» assaulted the city of Nueva Segovia, one of the most flourishing in the district, which they pillaged completely. In the following year, war having been declared against Spain, a powerful squadron set sail from the ports of England, to take possession of Jamaica, whilst the French were extending their conquests to the north and south of Santo Domingo.

In all these operations, the two Governments availed themselves of the pirates, whose services were advantageous to them. Some of these chiefs had acquired great celebrity, and were spoken of as heroes and conquerors. *Peter the Great, Alexander the Great, and Mombars the Exterminator* are famous personages in the history of these marauding parties. One of them, known by the name of Olonnois, from having been born at Olonne in France, respected the life of no one that had the misfortune to fall into his fangs, and the entire crews of captured vessels, immediately dissappeared in presence of this wretch.

To form an idea of the effects produced, at no very remote period, by these excesses, it is sufficient to see how the jesuit Charlevoix speaks of them, in one of his works, published at the beginning of the last century—»Amongst them all, he who reflected greatest lustre *by his great exploits*, on the first years of M. »d'Ogeron (4) was Olonnois. His first achievements were attended *by» some misfortunes*, that only served to impart a new lustre to his glory.» (5) He calls *misfortunes* the dreadful fate to which this monster condemned those who fell into his hands; causing some to be cast into the water, others to be ripped up and their hearts torn out, and occasionally compelling them to act as executioners upon their own companions. He at least obtained the recompense of his *exploits*; for having approached an island near Carthagena, whilst he was resting without any apprehension, in his boat, he was surprised, by a party of Indians more ferocious than himself, who carried him into their woods roasted and ate him.

Emboldened by their successes, the Bucaniers aspired to form an independent establishment, and turned their attention to the island of St Catharine's or *Providence*, about forty leagues from the coast of Mosquitos. One Mansvelt, and an Englishman called Morgan, were the directors of this colony, which they founded with the consent of the Governor of Jamaica. On this island the expeditions were publicly organized, that were to assault, plunder and bathe in blood unarmed communities. The French, who took part in these marauding excursions, being little content with the treatment they received from the English, separated from them, and went to assault, on their own account, the city of Maracaibo. From that time a fatal rivalship sprung up amongst these pirates; a rivalship of crimes and blood, of which fortunately history affords few examples. Whilst the French were desolating the coasts of New Granada, the English were delivering up Portobello to plunder and flames, after having perpetrated the most horrifying cruelties upon its garrison and inhabitants. And such was the indifference of the English Government, that Morgan, the principal author of these outrages, and of numberless others, that the nature of the present undertaking prevents us from submitting in detail, was not only not reprimanded, but was even considered by the Earl of Carlisle, Governor of Jamaica, worthy to substitute him during his absence, and the King, Charles II, rewarded his services, by conferring on him a baronetcy, and giving him a place in the Admiralty-Court of that island.

These attacks called the attention of the Court of Spain, which entered into negotiation with that of England, for the purpose of putting an end to them. A treaty was arranged, by which it was stipulated, that »the two sovereigns engaged to repress any »act of hostility of their subjects, from whom they »should retire their commissions, privateer-licences or »patents, and should punish the infractors, who e of»fences they bound themselves to indemnify.» (6)

As soon as the Bucaniers had intelligence of this treaty, they prepared to evade it, and Morgan himself removed to the island of Sto. Domingo, to urge on the preparatives for a grand expedition, destined to attack the Spanish establishments of the isthmus. In fact he pre-rented himself at the mouth of the river Chagres, with 37 vessels, and a complement of 2000 men, and took possession of the castle of St. Lawrence, which defended its entrance, putting the whole garrison to the sword. Thence he steered for Panamá and on the ninth day from his departure, he discovered the south sea, and prepared for the assault. After a determined action in which the Spaniards were vanquished, he entered into the city, and assisted with much devotion at a *Te Deum* which he caused to be sung, as a thanks giving for his triumph, and before quitting the church he gave the signal for a pillage, which commenced by taking the articles of value contained in it. After this first operation, he proceeded to the second, which was to set fire to the buildings. This admixture of religious acts with every description of crime, was very common at that time, when religion rather than political hypocrisy prevailed; and so confused were the ideas, even of well informed men, that Dampier, speaking of the destruction of this city, says—*Sir Henry Morgan presided at the pillage of Panamá.* »The rapacity, »the licentiousness, the barbarity of the Bucaniers »in Panamá knew no bounds. In their unbridled »excess, they respected neither sex, nor condition of »the inhabitants.» Thus another writer expresses himself, who was an eye-witness of, and perhaps an accomplice, in these excesses. (7)

In 1672, another war broke out between England and France against Holland; and the pirates, always in readiness to take advantage of these incidents, extended the sphere of their aggressions to the Dutch establishments, which they attacked with the same fury that they had displayed against the Spaniards. The first object of their attention was the island of Curaçoa, from which they were repulsed; nor was the reception they met with in Porto Rico more favourable; the Governor of which caused all those that were apprehended to be executed. These warnings, that should have repressed the malefactors, had no effect, in consequence of the protection extended to them in Jamaica, whither they went to repair the losses they had sustained. It could not be otherwise, for the Governor of the island derived profit from this patronage, in the exorbitant duties, recovered for himself, and for the English Government, upon the sale of the vessels and cargoes that were captured. And this is the true explanation of the repetition of these outrages, that no treaty could restrain, and no force prevent.

The pirates omitted nothing that might gain the good will of the Indians, who conducted them, without being perceived, through paths known only to them, to the towns of the Spaniards; thus the relations commenced that were to end in alliances, from which it is now attempted to deduce claims of sovereignty and dominion. Dampier, whom we have just cited, and who, before entering the royal marine service of England, had frequented the south sea in company with the pirates, has preserved to us, in his memoirs, the origin of these alliances. After having spoken of the factions and manners of the Mosquites, he says—»These Indians are in general greatly attached to »the English who always treat them well. They »have no form of Government, but acknowledge the »King of England as their sovereign; they learn our »language, and look upon the Governor of Jamaica »as one of the greatest princes in the world.» (8)

With these dispositions it was not difficult for the Governors of Jamaica to mix themselves up in the most internal affairs of these natives tribes. »The »King of the Mosquites, relates an English writer, »(9) was received by His Grace the Duke of Portland (10), with his characteristic affability, and with »more etiquette than a man of his class was entitled »to.» With these preliminaries the English Government took formal possession of the territory of Mosquitos, where they built a fort, and established a garrison.

In 1684, the French Flibustiers formed a new association, which included not less than 3,000 individuals, more than sufficient to attack any establishment on the American coast: so that scarcely a single point escaped without being plundered. Among the many deeds, all notable for ferocity, we shall relate a few to complete the historical sketch of these pirates.

In 1686, in which the cities of Granada and Lavella were reduced to ashes, a band of English and French pirates, after having captured some Spanish vessels, passed to Panamá, and wrote to the Governor to send and ransom the prisoners. Not having received an answer, they again wrote to him, sending along with the letter twenty heads of those unfortunates, and announcing a similar remittance, if he did not send to ransom them on the following day. One that witnessed the scene, with the indifference characteristic of the age, says—»The measure was certainly *rather violent*, but it was the only means of reducing the Spaniards to reason.» (11)

The energetic reclamations of the Court of Madrid, exforted from King James II of England a proclamation to render effective the supression of these pirates, who had caused such detriment to commerce and to America. But in 1688 war again broke out between France and Spain in which England very soon took a part, and this struggle, which lasted during nearly the whole reign of William III, revived the pirates, who became the auxiliaries of their respective Governments. As the Bucaniers could not attack the Spanish colonies, being bound to respect a power in alliance with England, they went to attack the Flibustiers of Santo Domingo, whilst Louis XIV was dispatching a squadron from Brest, under the command of Admiral Pointis, to make war against the Indies. The ground work of this expedition were pirates, under the command of officers of the royal marine, who all harmonized with this alliance. The first point attacked was the city of Carthagena, which capitulated a few days after being invested. One of the articles of the capitulation was, that »the Merchants were to cash all their cash-books, and deliver up the »money and property »belonging to their correspondents» and this single clause produced the French Governement nearly twenty milion of *cruzados*. Nor did the misfortunes of that city end here. The pirates, discontent with the little or no share of the booty that had fallen to them, again attacked it, and plundered it a second time, and assuming the air of honorable men, published a manifesto, in vindication of their conduct. In this singular document they complained bitterly of M. Pointis, accusing him of perfidy, and holding him up to the execration of the inhabitants. Admiral Pointis in his turn published the details of the expedition, in which he presented the Flibustiers in the most odious point of view. (12)

The peace of Ryswick, arranged in 1697, put an end to the war; and the death of Charles II that took place three years after the celebration of that treaty, and elevated a French prince to the throne of Spain, drew closer the bonds of these powers, and would have finished with the pirates, had not the war of succession supervened, to dissipate these cherished hopes. The Bucaniers, free from the competition of the Flibustiers, and furnished with privateer licences, by the Governors of Providence and Jamaica, fell upon the Spanish settlements; and the Agents of a Society, organized with the approbation of William III, a little before the conclusion of the war, and which took the title of *Scotch Company for the commerce of Asia and the Indies*, entered into a treaty with a chief of Darien, for the purpose of settling in the island of Oro, in that neighbourhood. There they erected a fort, and founded a city, which they called Caledonia. The Court of Madrid protested against this establishment, as a direct attack upon its rights, and the King, William III, who was now at peace with Spain, issued orders to all the Governors of the English settlements in the Antilles to interdict all communication between his subjects and the island of Oro.

The Scotch Company complained bitterly of the severity of these measures, and maintained that the isthmus of Darien was an abandoned country, whose inhabitants formed an independent community; and, passing from the fact to the principle, added—»That »the claims of sovereignty, by these indigenous »tribes, had been acknowledged, from the time of »Charles II, by the English tribunals, in the trial »of Captain Sharp, who had attacked the Spanish »settlements on the very isthmus of Darien, at a »time when profound peace prevailed between England and Spain; and was absolved because he »had acted by the authorization *of the Princes of »Darien.*» (13) The measures of the Government, and the death of one of *these princes*, with whom the Agents of the Company had treated, precipitated the ruin of the colony. This prince, who was styled *Captain Andrea*, died in consequence of a drunken debauch, at an entertainment that was given to him by the Agents of the Scotch Company, on board their vessel, in celebration of this alliance.

In imitation of the Scotch Company, one was formed in France, and for the same purpose of founding colonies in America; but the peace of Utrecht, signed in 1713, caused the scandal's to cease, that had lasted nearly two centuries. As a compensation for this loss, England solicited the exclusive privilege of supplying the Spanish colonies with negroes, which was conceded to her!

Thus terminated the first intervention of Europeans in America, an intervention commenced by pirates, and protected and prolonged by their Governments; and which was destined to be succeeded by another, more direct and more perfidious.

The reclamations of the Court of Spain, and the sanctity of treaties, were insufficient to restrain the pirates. There was a power that sustained them in their assaults, and this power was the protection dispensed to them by their governments. Their action, reserved at first, was gradually displayed, in proportion to the progress made by the adventurers, who had already succeeded in occupying furtively some points of the American Continent. A Scotch Bucanier, called Wallis, calculating the benefits that might be derived from the valuable timber, produced on the peninsula of Yucatan, established relations with the indians, and obtained without difficulty their permission for cutting it [14]. For this purpose he established himself at the mouth of a river that has preserved his name, and which was destined to be afterwards converted into a formal establishment, under the auspices of Great Britain. The English settlers did not confine themselves to this single point, but invaded others, beginning with the islands nearest to the continent, as the source for the subjects of a maritime power, such as England. The island of Rostan, in the very bay of Honduras, and at a short distance from the establishment of Balise [15] upon the Wallis river, was occupied as a military post by the English, in 1642, whence they were expelled six years afterwards. After the lapse of a century, in 1742, they again invaded it, and fortified it in such a manner that they were able to preserve it till the year 1780, when they were dislodged by the Governor of Guatemala. But, tenacious in their purpose, they attacked it anew, and placed in it a garrison of 2,000 negroes, that they brought from Jamaica. Their dominion was not of long duration on this occasion: for the Governor of Guatemala, on receiving intelligence of this new attempt, collected people, and sent the Commisary General of Comayagua to reconquer the island; which was effected the following year.

Whilst the possession of this point in the bay of Honduras was in dispute another was attacked upon the opposite side of the peninsula. The island of Tris in the Lake of Terminos, a central point between the kingdoms of New Spain and Guatemala, was conveniently situated for favouring contraband in all these dominions; and this circumstance determined the Court of Spain to issue express orders, to the Viceroy of Mexico, forcibly to expel the invaders. In effect, in 1716, an expedition set sail from Veracruz, under the command of commandant Andrade, which succeeded not only in taking possession of the island, but in capturing 27 vessels that were found in the port. The conduct of the English was the same there, that it had been in Rostan. In the year 1720 they presented themselves anew before the island, from which they were repelled, with a very melancholy loss on the side of the Spaniards, of the valiant chief who had recovered it a few years before.

In the history of these events, the fort of San Juan, whose recent occupation forms the subject of this article, occupies a very prominent place. There was a castle of this name on the bank of the river San Juan, at 25 leagues from the coast, and 12 from the lake of Nicaragua, whence it issues, to empty itself into the sea [16]. This castle, attacked by the English in 1665, and afterwards retaken in the time of the President of Guatemala, Don Martin Carlos de Menoc, seemed likely to remain free from other attacks, or perhaps forgotten; but this was not the case. An English captain, called Smith, on returning from a voyage he had undertaken in that part of America, published a report that awakened the ambition of the British Government; and captain Nelson, who was then commencing the career that was destined to terminate so gloriously at Trafalgar, was commissioned to take possession of the fort of San Juan, which, as we have observed, was then farther retired from the coast than it is at present. Notwithstanding the valor displayed by this officer, he could not vanquish the determined resistance that the garrison opposed to him; and, to exculpate the ill success of his undertaking, he said that he had found many cataracts in the river, that rendered it impenetrable. And so far was this report believed, that it has been ascertained only in these last years, that the scarcity of water at certain seasons of the year, is the only difficulty of a navigation that is far from

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(1) The first of these names designated the English pirates, and the second the French.

(2) One of the small Antilles, better known by the name of *St. Kitt's*, given to it by the English.

(3) Thus writes Rochefort in his *Moral history of the Antilles*, page 814.

[4] One of the Governors General of the French possesons in America.

[5] Charlevoix. *History of the island of Hispaniola or Santo Domingo.* Paris 1730.

[6] It is very strange that Hertset, in his *Complete Collection of the treaties and conventions of Great Britain with foreign powers*, has suppressed this article, which is the 4th of the treaty of Madrid 1670.

[7] Oexmelin *History of the adventurers who have distinguished themselves in the Indies.* Paris 1686.

[8] *Voyages round the world*, vol. 1st, Chap. 1st.

[9] *History of Jamaica.* London 1774, book 1st, chap. 12th

[10] Governor of Jamaica in 1722

[11] Raveneau de Lussan. *Journal of a voyage to the South Sea with the Flibustiers of America.* Paris 1689.

[12] *Report of the expedition of Carthagena, undertaken by the French in 1697.* Amsterdam 1698.

[13] *Inquiry into the causes of the miscarriage of the colony at Darien.* Glasgow 1700.

14] *Incidents of travels in Central America, Chopas and Yucatan, by Stephens.* New-York 1843, 2 vol. in 8.°

[15] Balise is a corruption of Wallis, that takes place very easily in the Spanish, in which ra is pronounced like, la, making *Balis* from *Wallis*, and at last *Balise*.

[16] Juarros *History of the kingdom of Guatemala*, translated to English by Baily. London 1835, in 8.°

being impracticable [17.] On the contrary, this river presents an easy means of uniting the two Oceans, requiring nothing more than a canal to open a communication between the lake of Nicaragua and the Pacific, as the River San Juan already opens it between said lake and the Atlantic [18.] This supplement to the canal communication of the isthmus, would scarcely be six leagues in length from the city of Nicaragua to the sea, and none of the other places that have been pointed out, combine the advantages presented by this part of the American Continent which explains the anxiety of the British Government to occupy it.

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[17] DUMARTRAY AND ROUHAND. *Pamphlet upon Central America, and particularly upon the States of Nicaragua and Costa Rica.* Paris 1833, in 8.°

[18] THOMPSON. *Report of an official visit to Guatemala*, via *Mexico*, London 1829, in 8.°

(To be concluded.)

MARINE LIST.

PORT of BUENOS AYRES

September 23.—Wind E.

Arrived, Sardinian pilot boat Pio IX, 44 tons, Antonio Gazzo, from Montevideo 21st inst., in ballast. Passengers—38.

Danish ship Skiold, 368 tons, Claussen, from Savannah 7th July, with 202,400 feet pine lumber, 33,423 shingles, 38 bags and 43 barrels rice, to Becher, Preuss & Co.

Spanish barque Villa Nueva, 256 tons, José Codina, from Barcelona 28th June, Malaga 11th July, to Freyer Brothers, with 334 pipes, 40 half pipes and 45 barrels red wine, 30 barrels sweet wine, 50 quarter casks oil, 660 jars do., 50 boxes raisins, 52 do. leeches, 9 bags garbanzos, 49 do. almonds, 50 pipes Spanish brandy, 4 pieces cloth, 10 kegs olives, 58 boxes earthenware, 1000 strings garlic, 6000 bricks, 25,000 cegars, 30 lbs. saffron, 50,000 fish hooks, 3 boxes earthen figures, 8 glass jars, 10 doz. glass lamps, 62 doz. brooms, 59 gross small blank books, 1 box guitar strings.

Bremen schooner Hermann Daniel, 160 tons, Holman, from Cadiz, 19th July, to Manuel Saenz de la Maza, with 124 pipes, 10 half pipes and 3 quarter casks red wine, 80 half pipes white do., 8 half pipes and 4 quarter casks aniseed brandy, 28 pipes Spanish brandy, 20 bags pepper, 25 boxes soap, 40 bales white paper, 50 do. brown, 1 box silks, 50 barrels oil, 50 kegs olives, 15 pieces matting, 20 doz. mats, 21 lasts salt.

September 24.—Wind S.

Arrived, Spanish brig Perico, 221 tons, Dalmacio Oliver, from Barcelona 27th May, Carthagena 6th June, to Felix Buxareo, with 200 pipes, 100 half pipes and 59 quarter casks red wine, 14 pipes, 16 half pipes and 300 jars Spanish brandy, 40 quarter casks aniseed do., 34 bales white paper, 121 brown do., 12 bags wallnuts, 20 bags hazel nuts, 20 barrels almonds, 800 jars oil, 85 boxes soap, 360 quintals wood, 150 serocns earthenware, 128 doz. brooms, 15 bales matting, 3 boxes clothes.

Sailed, American ship Bazaar, 452 tons, Thomas C. Simpson, for Boston, despatched by Zimmermann, Frazier & Co., with 1078 bales and 258 chiguas wool, 950 dry ox and cow hides.

American ship Talma, 296 tons, John Lewin, for Boston, despatched by Daniel Gowland & Co., with 1400 salted ox and cow hides, 2000 dry do., 506 bales wool, 17 bundles do., 692 calf skins, 52 doz. slunk calf skins.

British barque Alexander Robertson, 229 tons, George Potter, for Liverpool, despatched by John Best & Brothers, with 5563 salted ox and cow hides, 1132 dry do., 100 bales wool, 25 tons bones, 200 pipes tallow, 6000 horns.

September 25—Wind S.

Sailed, Brazilian brig Pensamento, 224 tons, Francisco Antonio Lemus, for Parnaguá, in ballast, despatched by Manuel Acevedo Ramos.

Sardinian pilot boat Pio IX, 44 tons, Antonio Gazzo, for Montevideo, in ballast.

September 26—Wind S. W.

Arrived, Peruvian brig Aurora, 277 tons, Robert Marshall, from Parnaguá 3d inst., to Bunge Hutz & Co., with 1297 tercios yerba, 98 beams, 10 pipes aguardiente.

Sailed, British schooner Rachel, 186 tons, James Hammond, for London, despatched by Chapeaurouge & Co., with 2149 salted ox and cow hides, 1525 salted horse do., 300 dry horse do., 268 pipes tallow, 80 boxes do., 3000 horns.

Spanish brig Paquete de Buenos Ayres, 185 tons, Manuel Gonzalez Veiga, for Cadiz, despatched by E. Ochoa & Co., with 603 salted ox and cow hides, 1300 9 dry ox and cow hides, 1375 horns, 4 bales ostrich feathers, 6 doz. slunk calf skins.

September 27—Wind N.

Arrived, Brazilian brigantine Edelina, 184 tons, Joaquin Francisco Bucela, from Montevideo 25th inst, in ballast, to Diego Calvo & Sons. Passengers 18.

Brazilian brigantine Bucela, 122 tons, José Mariano de Vargas, from Parnaguá 6th inst., to Diego Calvo & Sons, with 120 tercios and 611 half tercios yerba.

British barque Graham, 356 tons, William Soutter, from Bahia 31st August, Rio Janeiro 5th inst., in ballast, to order.

British brigantine Phillip Dean, 187 tons, George Dean, from Liverpool 10 July, Salt Island 1st August, Rio Janeiro 9th inst., with 100 tons coal, 66 moyes salt, to order.

Sailed, Brazilian sloop of war Donna Francisca, 22 guns, Captain M. M. Bulhoes Rivero, for Montevideo.

September 28—Wind S.

Arrived, Hamburg barque Der 27 May, 357 tons, F. F. Henert, from Rio Janeiro 24th August, Bueco 24th inst., to Felix Buxareo, with 100 pipes wine, 9350 pieces of wood.

British barque Minstrel, 280 tons, Richard Kelly, from Plymouth 12th July, Cadiz 1st August, to Hughes Brothers, with 155 lasts salt.

Sardinian three masted schooner of war Fama, Lieut. Alexander Wright, from Montevideo 27th inst., Passengers 80.

Brazilian schooner Sé, 122 tons, Manuel Silva, from Rio Janeiro, 11th inst, to Trifon Lezica & Co., with 106 bags coffee, 26 barrels mandioca, 140 barrels sugar, 5 boxes preserves, 642 bales brown paper, 784 rolls tobacco.

Brazilian brig Luisa, 305 tons, Manuel dos Santos Ornellas, from New York 1st July, to Felix Buxareo, with 1731 barrels flour, 3200 staves, 20 spars.

Sardinian brigantine Dos Hermanos, 122 tons, Nicolas Martinez, from the Bueco 27th inst., in ballast, to Bernardo Delfino.

Sailed, National brig General Belgrano, 302 tons, Juan Garrido, for London, despatched by Santamaria, Llambi & Cambaceres, with 279½ pipes tallow, 543 boxes do, 1640 salted ox and cow hides, 9 tons hoofs, 6 bales horse hair, 9 serocns tobacco, 14,200 horns.

American brig Meta, 208 tons, E. F. Rich, for Falmouth, despatched by Zimmermann, Frazier & Co., with 12,180 dry ox and cow hides.

September 29.—Wind S.

Arrived, Chilian barque Moro Quintano, 313 tons, Andres Dodero, from Hamburg 9 July, to Louis Winter, with 1507 jars, 1328 demijohns, 1000 cases and 1010 baskets gin, 500 demijohns vinegar, 60 tons coal, 120 boards, 6 planks, 464 cases, 421 bales and 70 barrels merchandize, 200 demijohns, 7 packages samples.

Spanish brig Delicia, 150 tons, Felipe Julia, from Barcelona 28 June, Tarragona 7th July, Malaga 18th July, to Felix Buxareo, with 180 pipes red wine, 40 do. Spanish brandy, 48 quarter casks and 700 jars oil, 30 quarter casks white wine, 400 strings garlic, 10 bags garbanzos, 5 casks canary seed, 1 box saffron, 2000 leeches, 4 bundles hemp.

Spanish brig Jacinto, 139 tons, Mariano Ricoma, from Tarragona 16 July, to Santamaria, Llambi & Cambaceres, with 141 pipes, 20 half pipes & 34 quarter casks red wine, 12 pipes Spanish brandy; 17 casks and 310 jars oil, 27 bales hemp, 1588 strings garlic, 2 boxes sandals.

French barque Louise, 258 tons, Pierre J. Durand, from Havre 6th July, Cadiz 2ad August, to Louis Winter, with 12 boxes paints, 43 bales merchandize, 156 lasts salt.

Sailed, French brig Louise, 179 tons, P Falgueirettes, for Cette, despatched by J. B. Canard, with 2230 salted ox and cow hides, 3309 dry do. do., 363 horse do., 170 bales wool, 5 do. sheep skins, 3 do. horse hair, 1989 horns.

Sardinian schooner Ninfa, 121 tons, José Barboro, for Montevideo, in ballast.

Brazilian brig Carejiso, 245 tons, José Ferreira de Araujo, for Parnaguá, in ballast, despatched by Zumaran & Tresorra.

ARRIVALS AT MONTEVIDEO.

September 22.

British ship Wellington, 710 tons, James Press, from Cardiff 4th April, to Briscoe, Twyford & Co.

September 23.

Oriental brig San Martin, 123 tons, Manaro, from St. Catherine's 6th inst., to order.

Hamburg brigantine Active, 179 tons, Henning, from Rio Grande 17th inst., to Bunge, Hutz & Co.

French schooner Paraná, 71 tons, Lamorvonnais, from Rio Grande 17th inst., to De Lisle, Brothers & Co.

September 24.

Brazilian brigantine Florencio, 93 tons, J. J. Mota, from Rio Grande 13th inst., to Southgate & Co.

Brazilian brigantine Theresa, 176 tons, Freitas, from Rio Grande 9th inst., to Bunge, Hutz & Co.

American brigantine Rival, 144 tons, Thomas Burke, from Rio Grande 18th, to Southgate & Co.

American schooner Jubilee, hence 21st.

Sardinian schooner Carmen, hence 21st.

September 26.

French brig of war Adonis, from Colonia 25th inst.

Sardinian pilot boat Pio IX, hence 25th.

French ship Sirene, 269 tons, Andoire, from Bourdeaux 26th July, to Juan della Zoppa.

SAILED FROM MONTEVIDEO.

September 23.

Bremen brig Estafette, for Rio Grande.

We have accounts of the loss of the French brig of war *Pandour*, on the coast of San Sebastian, (Brazils), one half of the crew having been saved. *(Defensor*, 21st inst.)

We have to rectify an error which occurred in our number of last week in speaking of the British ship *Wellington*, which grounded on the English Bank on the 17th inst. The *Wellington* got off, and entered the port of Montevideo on the 20th inst., having, apparently, sustained but little damage. The zumaca *Consolacion*, which sailed from Montevideo to afford assistance to the *Wellington*, got aground on said bank, sprung a leak and was totally lost.

MERCHANT VESSELS

FROM SEA 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	4 Brig Pacific, James Maclean	173	Briscoe, Twyford & Co.	Antwerp.
"	30 Brig Mary Winch, William Harris	232	Bowes, Atkinson and Co.	London.
"	31 Barque Glencairn, Robert Fowler	320	Nicholson, Green & Co.	Liverpool.
August	10 Schooner Sappho, Joseph Easton	139	Kennie, Macfarlane & Co.	Liverpool.
"	10 Brig Arno, William Mudon	184	Kennie, Macfarlane & Co.	London.
"	26 Barque Mary Queen of Scots, W. Wilcox	256	Anderson, Weller and Co.	London.
Sept.	1 Barque Alice Brooks, Jonathan Jackson	212	Barber and Orr	Liverpool
"	3 Brigantine Merchant, John Luke	184	Briscoe, Twyford & Co.	Discharging.
"	3 Brign. Susanna Collings, W. B. Croscombe	197	Nicholson, Green & Co.	Liverpool.
"	9 Brig Thames, J. S. Rutherford	240	Nicholson, Green & Co.	Liverpool.
"	10 Brig Iluna, A. Clark	221	Briscoe, Twyford & Co.	London
"	10 Brig Mary Hallet, David M. Thompson	18	John Best & Brothers	Falmouth for orders.
"	11 Brig Lucy Sharp, Hector McFie	270	To order	Do. do.
"	11 Barque Promise, George Hosenson	446	Nicholson, Green & Co.	London.
"	22 Barque Leopard, George Shire	300	Nicholson, Green & Co.	do.
"	22 Brigantine Choice, Abraham Ogier	177	Wilfred Latham & Co.	Liverpool.
"	22 Brig Emmanuel Boucher, Wm. Farmer	216	George Dowse	London.
"	27 Barque Graham, William Soutter	356	De Lisle, Brothers & Co.	London.
"	27 Brigantine Philip Dean, George Dean	187	Stanley, Black & Co.	London.
"	28 Barque Minstrel, Richard Kelly	280	Hughes Brothers	England.
	AMERICAN.			
July	12 Schooner Sarah Ann, Peter Stevenson	60	Samuel B. Hale	For sale.
"	19 Barque Chancellor, G. W. Walker	241	Zimmermann, Frazier & Co.	Antwerp.
August	2 Brig Carrier Matthew Hale	198	Daniel Gowland and Co.	Havana.
"	24 Schooner Adventure, Oscar Dugget	93	Ogden Burrows	
Sept	11 Barque Wabash, Parker Brown	298	Zimmermann, Frazier & Co.	New York.
	DANISH			
June	21 Brig Cimbria, C. J. Gronsund	168	Zimmermann, Frazier & Co.	Falmouth for orders.
July	24 Brig Margaretha, J. H. Jorjan	153	Thode & Co.	Antwerp.
August	4 Ship Louise Sophia, Erasmus Skaaning	292	Zimmermann, Frazier & Co.	Boston
"	29 Ship Pollux, J. Iversen	210	Thomas Armstrong	New York.
"	29 Brig Concordia, E. Bock	175	Juan Balbino Soriano	Antwerp.
Sept.	23 Ship Skiold, Claussen	368	Becher, Preuss & Co	Discharging.
	FRENCH.			
July	31 Barque Joinville, George M. Noe	205	Chapeaurouge and Co.	
August	1 Brig Louise, P. Falgueirettes	179	J. B. Canard	Cette.
"	9 Barque Coromandel, J. C. Martin	271	Thomas Rousse	Cape de Verds
"	11 Barque Guarani, Felix Larcher	244	E. Ochoa & Co.	Havre.
"	17 Barque Nouveau Provencal, H. Daumas	205	Marius Lapane	Marseilles.
"	17 Barque Chasseur, Victor Silvestre	198	M. Laplane	Rio Janeiro.
"	17 Barque Alfred, Martin	219	B. Gerand	
"	25 Brig Arago, Simon Deyrieu	176	J. Vignal	
"	25 Brigantine Jeune Berthe	144	De Lisle, Brothers & Co.	
Sept.	3 Barque Anna, Lecomte	247	E. Ochoa & Co	Discharging.
"	3 Barque Printemps, Touchet	225	B. Herand	
	HAMBURG.			
June	21 Barque Tombola, Frederick Wm. Waller	170	J. J. Klick & Co.	Continent.
"	22 Brig George & Aloys, Henry Valentin	186	Otte, Rosenthal & Co.	Antwerp.
"	24 Barque Antoinette, C. F. Nomens	180	Bunge, Hutz & Co.	Salem.
"	28 Schooner-brig Carl, Jacob Prins	122	Barber & Orr	England.
"	28 Brig Wilhelmina, A. F. Bronsen	165	Bunge, Hutz & Co	Boston.
July	5 Galliot Carl Heinrich, J. Hauschild	144	Adolfo Mancilla & Co.	London.
August	25 Barque America, M. Hauschildt	250	Becher, Preuss & Co.	London.
Sept.	28 Barque Der 27 May, F. F. Hennert	357	Felix Buxareo	London.
	SPANISH.			
August	1 Barque Joven Mariana, Bartolomè Segui	253	Zumaran and Tresorra	Cadiz & Barcelona.
"	1 Barque Caridad, Pedro Siches	230	Felix Buxareo	Havana.
"	3 Brig Lepanto, Antonio Mirambell	245	Llavallol and Sons	Havana.
"	11 Barque Joven Agustin, Agustin Domenech	298	Felix Buxareo	Havana.
"	11 Brig Chulo, Geronimo Ferres	167	Felix Buxareo	Havana.
Sept.	4 Brig Joaquin, Gerardo Orca	248	E. Ochoa & Co.	Spain.
"	10 Barque Pepe el Alicantino, P. Puyol	224	Felipe Semillosa	
"	14 Barque Yauro, Carlos Pisaca	382	Zumaran & Tresserra	
"	23 Barque Villa Nueva, José Codina	256	Freyer Brothers	Discharging.
"	24 Brig Perico, Dalmacio Oliver	124	Felix Buxareo	
	BRAZILIAN.			
July	23 Brig Atala, Jacobo Vicente	182	Juan Balbino Soriano	Rio Janeiro.
Sept.	6 Brigantine San José, J. F. Reis	121	José Gregorio Lezama	
"	19 Brig Don Affonso, A. J. Araujo	235	Manuel Acevedo Ramos	
"	27 Brigan. Edelina, Joaquin Francisco Bucela	148	Diego Calvo & Sons	
"	27 Brgn Cabocla, José Mariano de Vargas	122	Diego Calvo and Sons	
"	28 Schooner Sé, Manuel Silva	122	Trifon Lezica & Co.	
"	28 Brig Luisa, Manuel dos Santos Ornella	305	Felix Buxareo	
	ITALIAN.			
June	24 Schooner Luisa, José Moratori	121	Carlos Galeano	
"	24 Brig Giuseppe, Thomas Pietranera	216	Llavallol and Sons	Genoa.
"	29 Polacre Industria, Pedro Ferro	167	Jacinto Caprile	Genoa
Sept.	5 Brig Hydra, Antola	139	Jacinto Caprile	
"	11 Brig Annibale, A. Giordano	216	Llavallol & Sons	Genoa
"	21 Schooner Ninfa, José Barboso	122	To order	
	SWEDISH.			
August	2 Brig Presto, C. J. Norlin	259	Egg, Krutish and Co.	New York.
	LUBECK.			
July	19 Brig Bertha, F. J. Wachter	212	Louis Winter	New York.
	PRUSSIAN.			
June	24 Barque Caesar, C. Richter	346	Louis Chapeaurouge & Co.	New York or Boston.
	BREMEN.			
August	17 Barque Johan George, Charles Wessels	300	Becher, Preuss & Co	England.
Sept.	2 Barque Anna, J. Wessels	260	Zimmermann, Frazier & Co	Antwerp.
"	23 Schooner Hermann Daniel, A. Hollman	160	Zimmermann, Frazier & Co.	
	MONTEVIDEO.			
Aug.	30 Brig Mentor, L. C. Nielsen	210	Juan Balbino Soriano	
Sept.	10 Barque Panchita, James Adams	230	Zimmermann, Frazier & Co.	
	PORTUGUESE			
August	29 Brigantine Paraná, Antonio da Silva	128	Diego Calvo and Sons	
	PERUVIAN.			
Sept.	26 Brig Aurora, Robert Marshall	277	Bunge, Hutz & Co.	

FOREIGN VESSEL OF WAR IN PORT.

ITALIAN—Three masted schooner Fama, Lieut. Alexander Wright.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 28th inst.

British	20	4,771	»
American	5	890	»
Danish	6	1,366	»
French	11	2,308	»
Hamburg	8	1,579	»
Spanish	10	2,481	»
Brazilian	7	1,235	»
Italian	6	981	»
Lubeck	1	212	»
Prussian	1	346	»
Swedish	1	259	»
Bremen	3	720	»
Montevideo	2	440	»
Portuguese	1	128	»
Peruvian	1	277	»
	83	17,993	

LAST DATES.

Antwerp	30 June.
Baltimore	25 »
Barcelona	24 »
Boston	25 »
Bremen	1 July.
Cadiz	1 August.
Genoa	26 June.
Hamburg	30 »
Havre	1 July.
Havana	7 June.
Lisbon	28 June.
Liverpool	11 July.
London	3 »
Malaga	26 June.
Marseilles	1 July.
Montevideo	27 September.
New York	28 June.
Paris	2 July.
Philadelphia	25 June.
Rio Grande	28 August.
Rio Janeiro	29 September
Trieste	
Valparaiso	

VESSELS POSTED TO SAIL.

For Montevideo—Italian lugger of war Fama, this day at 1 P. M.

For London—British barque Mary Winch, on 2nd October at 1 P. M.

For Liverpool—British barque Glencairn, on 2nd October at 1 P. M.

For Antwerp—American barque Chancellor, on 3d October at 12.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	62
Sunday	60
Monday	58
Tuesday	60
Wednesday	65
Thursday	65
Friday	58

For Sale.

A first-rate Chronometer, at Mr. Burroughs' No 20 Calle de Cangallo.

For Sale.

IN the principal Sheep Establishment, of this province a lot of very superior mestizo rams, at a little more than the price of wethers.

Also some cross breed Saxony rams of the finest in the country; for terms apply at Calle de la Alameda No. 28.

For Sale.

A few dozen of strong wooden folding chairs at a moderate price. Apply at Mahan and Hansen's naval store, Calle de la Alameda, No. 29.

Two Houses for Sale.

One in Calle de las Artes, No. 302, has 10 rooms, trees, flower plants, &c., all in the best condition; the land comprising the premises being 17½ varas by 70. The other is situate at the corner of Paz and Alameda Streets and comprises several apartments, the corner room being fitted up with counter, shelves, &c. The premises measure 30 varas by 52. Any person interested in the purchase of either will please apply to Capt. Thomas Craig, Commander of the Battery Libertad.

THE undersigned begs to inform his friends and the public, that he has taken the Stables No. 6 Calle de Cuyo & No. 79 Calle de Mayo, (formerly occupied by Mr. Thomas O. Bradley) where he has always on the shortest notice, superior horses, saddles and bridles, to hire for ladies and gentlemen, and confidently hopes that by a strict attention and moderate charges to merit a share of the public patronage.

JACOB MILLER.

For Sale or To Let.

A fine Chacra 3 leagues from town, having an excellent house, all the lands under cultivation ditched in, and an abundance of Peach montes and other trees—entry can be given in a few days' notice. For further particulars apply at No. 29 Calle de Santa Rosa.

Notice.

JAMES SCOTT & Co. have removed their place of Business from the Calle Reconquista to Calle Chacabuco No. 29.

WHOLESALE PRICES CURRENT.

IMPORTS.

	Dols. rs.		Dols. rs.
ALE and Porter—Duty, 54 per cent.			
London ... per doz.	55	á	60
French and German, none	—	á	—
ANCHOVIES—Duty 28 p. cent.			
Per keg	—	á	40
BEES WAX—Duty 19 p. cent.			
White, per lb	12	á	14
CANDLES—Duty, 19 per cent.			
Sperm ... per lb.	—	á	9½
Stearine	no demand.		
CASSIA—Duty, 28 p. cent. p. lb	5	á	5 4
CARDS, Playing—Duty, 19 per cent.			
Spanish, fine ... doz.	—	à	30
» ordinary ... doz.	14	á	16
German ... per gross	150	á	200
Genoese	—	á	—
CANDLEWICK—Duty 28 per cent.			
American ... aroba	—	á	140
English	—	á	160
CHEESE—Duty 39 per cent.			
Dutch, round, of about 3 lbs., each, if sound	—	á	12
Do. cream, ... per lb.	—	á	4
English	—	á	6
CIDER—Duty. 39 per cent.	none.		
COALS—Duty, 5 per cent.			
Coarse ... per ton on board	—	à	160
Blacksmith ... do.	—	á	220
COCOA—Duty, 5 per cent.			
Brazil	none.		
Guayaquil	none.		
COD FISH—Duty, 28 per cent.			
Per drum of 100 lbs	—	à	100
COFFEE—Duty, 28 per cent.			
Havana ... quintal	—	à	160
Brazil ... do.	—	á	150
DEMIJOHNS—Empty, assorted, of 3, 4 and 5 gallons—Duty, 19 p. cent. each	—	á	9
DOMESTICS—Duty, 29 per cent.			
American brown shirting, 27 inches ... per yard	—	á	1 5
» Appleton do. 30 in. »	—	á	1 7
» India Head do. 30 » »	—	á	2
» Appleton do. 33 » »	—	á	2 2
» Do. sheetings 36 » »	—	á	2 2
» Brown drills..30 » »	—	á	2 4
» Tickings & Stripes32 »	—	á	2 2
Scotch Hessians	—	á	2
FARINA—Duty, 28 per cent.	—	á	14
FLOUR—Prohibited—Price on board for reexportation per barrel 8$ Spanish.			
FRUITS—Duty, 28 per cent.			
Almonds, unshelled..per arroba	—	á	50
Do. shelled ... do.	—	à	125
Apples, dried ... per lb.	—	á	2½
Currants	5	á	6
Figs, Malaga ... per arroba	—	á	40
Hazel nuts	none.		
Prunes	none.		
Raisins, Malaga ... arroba	35	á	40
Walnuts ... do.	—	á	50
FIRECRACKERS, India—Duty 19 p. cent.			
Per gross	11	á	12
GLASS, Window—Duty 19 per cent.			
Box	—	à	120
Do. German, assorted ... dozen	15	á	16
HAMS—Duty, 28 per cent.			
English, superior	—	á	4
American	—	á	2
Westphalia	—	á	4
HONEY—Duty, 28 per cent.			
Per gallon	—	á	12
INDIGO.			
IRON—Duty, 5 per cent.			
English, per quintal	70	á	130
» hoop do.	140	à	180
Swedish	none.		
LARD—Duty, 28 p. cent., p. lb.	—	á	2
LEAD—Duty, 19 per cent.			
Pig, per quintal	—	á	150
Sheet do.	200	á	220
LEATHER—Duty, 19 per cent.			
Calf skins, ... per doz	—	á	550
Morocco, coloured ... do.	—	á	600
Patent leather	—	á	660
Sheep skin linings do.	—	á	125
Do. do. Morocco	—	á	400
LUMBER—Duty, 5 per cent.			
American pine boards and plank, on shore ... per foot	5½	à	6rs.
Baltic pine ... do.	—	á	7 »
MATS—Spanish, duty 19 p. cent per doz	—	á	120
MATTING—Duty, 19 per cent.			
Spanish, per piece	—	á	150
India, per yard	4½	á	6½
MOLASSES—Duty, 28 per cent.			
Per gallon	—	á	8
NAVAL STORES.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass and duck 19 per cent.			
Canvass—American	—	á	—
» English, No. 1 to 6	—	á	210
» German	—	á	—
» Russian, best quality,	250	á	260
» Do. 2nd do.	170	á	180
Cordage—coir, per quintal	—	á	160
» Manilla do.	—	á	275
» Russian do.	—	á	240
Duck—English	—	á	110
» German	120	á	130
» Russian	140	á	150
Pitch—American	—	á	85
» Swedish	—	á	170
Rosin	—	á	50
Tar—American	—	á	140
» Swedish	—	à	200
OILS—Duty, 28 per cent.			
Olive—Spanish, in casks, p. arr.	—	á	50
» » in jars of ¼ arroba each	—	á	27
» Genoese, in casks	—	á	55
» » refined in bottles	65	á	70
» French	—	á	85
OLIVES—Duty 28 per cent.			
Seville, in jars ... each	—	á	7
Malaga ... keg	—	á	45
PAINTS—Duty, 19 per cent.			
Linseed oil, in casks, per arroba	—	á	16
» in tins or jars p. gal.	—	á	17
Turpentine in tins, per gallon	--	á	20
White lead dry	—	á	—
Paints in oil, assorted colours, lb.	1½	á	2
PAPER—Duty, 19 per cent.			
Spanish, florete ... ream	—	á	40
» ½ do.	—	á	34
» linen for segars	—	á	40
Genoese, florete	—	á	32
» ½ do.	—	á	30
Wrapping, large size	—	à	34
» medium	—	á	24
» small	—	á	20
Letter paper	—	á	30
PEAS—Duty, 28 per cent.			
Spanish, (garbanzos)	—	á	50
PEPPER—Duty, 28 per cent.			
Black ... per arroba	—	à	50
Spanish, red ... do.	—	á	100
Do. sweet	—	á	100
RICE—Duty, 12 per cent.			
Carolina ... per arroba	—	á	29½
Brazil ... do	20	á	21
Piedmont ... do.	—	á	24
SALT—Duty, 1 dol. per fanega.			
Cape de Verd on board 12rs.			(silver)
Cadiz and St. Ubes do. 12 »			(do.)
Table, fine ... arrobe	—	á	12
SALTPETRE—Duty, 5 per cent.			
SOAP—Duty, 19 per cent.			
Spanish ... per arroba	—	á	40
Marseilles ... do.	—	á	35
American, yellow ... do.	—	á	30
English ... do.	—	à	30
SPIRITS—Duty, 39 per cent.			
Brandy, Spanish, 34 á 35 deg.	—	á2400	
» French	—	à2400	
» Aniseed 28 deg.	—	á1800	
» from the Baltic 34 á 35	—	à2000	
Gin, German, in pipes, 20 deg.	1400	á1500	
» in cases and baskets of 1 dozen jars	—	à 52	
» in demijohns of 1 gallon	—	a 16	
» in do. of 3 gallons	—	á 50	
Rum, New England, 140 gals.	—	á1600	
» Havana, (caña) 20 deg. 128 gallons	—	á1450	
» Rio Janeiro do. do.	—	á1500	
STARCH, Wheat—Duty, 28 per cent.			
Per arroba	—	á 55	
SUGAR—Duty, 28 per cent.			
Loaf ... per arroba	—	á 47	
Crushed, refined ... do.	—	á 47	
Havana, white ... do.	—	á 36	
» brown ... do.	—	à 30	
Rio Janeiro, white ... do.	—	á 34	
» brown ... do.	—	á 30	
» dark brown do	—	á 25	
Pernambuco, white ... do.	—	á 34	
» brown ... do.	—	á 29	
Santos, white ... do.	—	à 32	
» brown ... do.	25	á 27	
TEA—Duty, 28 per cent.			
Gunpowder and Imperial, per lb.	—	á 20	
Hyson ... do.	8	á 10	
Pouchong, superior ... do.	8	á 10	
Do. inferior ... do.	—	á 6	
Orange Pekoe ... do.	—	à 15	
TOBACCO—Duty, 39 per cent.			
Bahia, leaf ... per arroba	—	á 50	
Brazil, black ... do.	—	a 88	
Cavendish, 1st quality ... do.	—	á 86	
Do. inferior ... do.	—	á 55	
Maryland, leaf ... quintal	—	à 200	
Cigars, Hamburg	100	á 300	
» Havana	300	á 500	
» Regalia	—	á1000	
TWINE—Duty, 19 per cent.			
English ... per quintal	—	á 500	
India ... do.	—	á 300	
Spanish ... do.	—	á 500	
VERMICELLI—Duty, 54 per cent.			
Genoese, assorted ... per arroba	—	á 50	
Spanish do. ... do.	—	á 50	
VINEGAR—Duty, 39 per cent.			
French, refined ... per pipe	—	á 800	
Spanish ... do.	—	á 900	
WINES—Duty, 39 per cent.			
Port ... per pipe	—	á4000	
» bottles ... per dozen	—	á 200	
Lisbon, or Figueira	—	á 800	
» superior	—	à1200	
» white	—	á1500	
Marseilles	—	à 650	
Malaga, sweet	—	á1100	
Catalonia	—	á 720	
Cette	—	à 650	
Sicilian	—	á 650	
Santerne, per case, 12 bottles	—	á 80	
Bordeaux, 1st quality, per cask	—	á 450	
» 2nd »	—	á 400	
» Fagon	—	á 300	
» superior in bottles	—	á 80	
» 2nd quality	—	á 60	
Champaign, superior, dozen	200	á 300	
Muscatel	55	á 60	
YERBA Parnaguá	—	à 30	
ZINCK—Duty, 5 per cent.			

EXPORTS.

	Dols. rs.		Dols. rs.
FEATHERS.			
Ostrich, long black ... lb.	10	á	11
» white ... do.	—	á	—
HAIR.			
Horse, short ... arroba	45	á	50
» mixed	55	á	62
» long 18 to 24 in ... do.	100	á	120
HIDE Cuttings ... quintal	10	á	11
HIDES.			
Matadero or saladero, fleshed, 27 to 28 lbs ... pesada	50	á	52
Matadero, country, 25 to 29 lbs.	44	á	48
For Spain	40	á	42
» North America	37	á	38
Of all stake	34	á	38
Salted ox	40	á	43
» cow	30	á	32
Horse, salted	26	á	28
» dry	20	á	22
HORNS.			
Ox ... thousand	700	á	800
Cow ... do.	250	á	300
JERKED Beef ... quintal	—	á	40
SKINS.			
Calf, 3 to 12 lbs. per pesada	40	à	42
Chinchilla	none		
Goat	do.		
Nutria	do.		
Sheep, washed, fine and ordinary ... dozen	30	á	32
Do. dirty ... do.	21	á	24
TALLOW.			
Matadero, raw ... arroba	20	á	21
Do. melted, 1st class, do.	35	á	36
Do. pure, 2nd class, do.	31	á	32
Grease and tallow ... do.	31	à	32
WOOL.			
Ordinary, washed ... arroba	25	á	30
Do. dirty ... do.	10	á	11
Mestiza, washed ... do.	30	á	40
Do. dirty ... do.	15	á	18
Fine, washed ... do.	40	á	60
» dirty ... do.	25	á	30

The market has been, in general, rather brisk this week, and we have to quote a rise, although of trifling importance, in the prices of dry and salted hides, tallow, and grease and tallow; the latter article being in great demand.

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BISCUIT, common ... arroba	—	á	30
» fine ... do.	—	á	34
BRANDY, Mendoza and San Juan ... per barrel (silver)	—	á	10
CHARCOAL load of 12½ fanegas	—	á	320
FLOUR ... arroba	24	á	28
FRUIT,			
Apples, dried ... arroba	—	á	33
Figs » Mendoza ... do.	—	á	28
Peaches » with the stones, do.	—	á	25
Do. » without ... do.	—	á	33
Pears » ... do.	—	á	33
Raisins, Mendoza ... do.	—	á	27
Walnuts ... do.	—	á	35
GRAIN.			
Barley ... fanega	—	á	50
Beans, native (porotos) ... arroba	—	á	20
» from the interior	none		
Maiz ... fanega	38	á	40
Wheat, best quality ... do.	—	á	120
» 2nd » ... do.	—	á	75
» inferior ... do.	—	á	35
GLUE ... arroba	—	á	25
LIME, Cordova ... fanega	100	á	105
Do. Paraná ... do.	32	á	35
OLIVES ... arroba	—	á	35
POTATOES ... arroba	—	a	20
SOLE Leather.			
Corrientes	none.		
Paraguay ... each, (silver)	—	á	3 4
Tucuman, ox, each ... (do).	—	á	4 2
Do. cow » ... (do).	—	á	3 4
TONGUES, salted ... dozen	—	á	14
VERMICELLI ... arroba	—	á	36
WOOD.			
White, per 400 sticks	50	á	55
Espinillo, &c., do.	85	á	95
Peach, per 16 bundles	20	á	30

MONEY MARKET.

EXCHANGE—England, per oz. 62s.

» France, without transactions, per oz. nominally ... franks 77½ á 78

» Montevideo, premium ... 1¾ á 2

» Rio Janeiro, do. — á 3

» United States. at par.

STOCK—Six per cent ... 101½ ⅝

» Four per cent ... 68 ⅝

BULLION—Spanish Doubloons 348 á 350

» Patriot ... do. 346 á 347

» Do. Dollars ... 21¼ á 21½

» Spanish do. and Patacones ... 21½ á 21¾

» Plata Macuquina ... á 20

The highest rate of Exchange upon England during the week, 62s. per oz.

The lowest, 62s. per oz.

The highest price of Doubloons during the week 350.

The lowest 341½.

Permits for shipping specie, premium per cent ... 2¼ á 2½

FREIGHTS.

DESTINATIONS.	DRY HIDES.	SALTED HIDES.	TALLOW.	BALES.	JERKED BEEF.
Great Britain	£5 10s. per 2240 lbs.	65s. p. 2240 lbs 60 f. p. 1000 k.	85s. p. 2240 lbs 70 fs. p. 1000 k.	45to50s. p. 40ft 70 fs. p. 42 ft.	..... nominal. In British and American vessels only.
France	90 fs. p. 900 k.	....none....	....none....	....none....	
Continent	£7 10s. per 2240 lbs.				
Cadiz	$32 p. 2000 lbs & 10 p. cent.				
United States	$15 to 17½ per 2000 lbs.	....none....	....none....	$10 per 40 ft.	.....
Rio Janeiro	....none....	....none....	....none....	....none....	.....
Havana	....none....	....none....	....none....	....none....	$1½ p. 100 lbs. nominal.

GEORGE THOMAS, Responsible Editor.