

BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1159.)

BUENOS AYRES, SATURDAY, NOVEMBER 11, 1848.

[Established in 1826.]

BUENOS AYRES.

We are in receipt of Rio Janeiro journals to the 20th ult., from which we make the following extracts—

The London *Daily News* of the 23d of August relates the following with reference to the affairs of the River Plate—“On the 21st a deputation of members of parliament presented to Lord Palmerston a memorial signed by the mayor and several merchants of Manchester, requesting government to interfere in order to put an end to the war in the River Plate. Lord Palmerston replied that he was going to apply himself to this question in conjunction with M. Beaumont, the French minister in London, and that he had no doubt that the two governments, united by the most cordial bonds, would succeed in putting an end to hostilities on the banks of La Plata.”

(*Jornal do Commercio.*)

We have Cape of Good Hope papers to the 30th August.

The peasants of Dutch origin (*Boors*) established beyond Orange river had risen against the colonial government and expelled the local authorities from Weyburg and Bloemfontein. It was said that the insurrection presented a serious aspect, in view of the energetic measures of repression taken by the governor-general, Sir Harry Smith, who had proceeded to the frontier in person in order to place himself at the head of the troops which he was assembling for the purpose of attacking the Boors.

The expedition which the British government sent to the Island of Madagascar under the orders of Admiral Dacres for the purpose of re-establishing friendly relations and re-opening commerce with the Hovah government had failed. Queen Ranavavoa peremptorily refused to admit foreign consular agents, to sign any treaty whatsoever, or to guarantee the lives of prisoners taken in arms; and as regards the permission to trade in her dominions, she demanded as a preliminary condition the payment of the sum of one thousand dollars for each commander, and of one hundred dollars for each of the crew of the English sloop of war *Conway* and of the French corvette *Zelie* and *Bereau*, which attacked the colony two years ago. As Admiral Dacres was not authorized to make these concessions, he withdrew with the naval division under his orders.

[*Ibid.*]

We have been favoured with London papers to the evening of the 25th of August.

In the waters of Liverpool, on board of an American ship filled with emigrants, one of those awful calamities had just taken place, which leave no alternative between death by fire or water. The ship *Ocean Monarch*, with 360 passengers on board, took fire a few hours after leaving Liverpool and the progress of the flames was so rapid that not one single life would have been saved had there not happily been some vessels in sight. Even thus 150 perished.

Amongst the vessels which rendered aid to the ill-fated *Ocean Monarch* and saved 210 passengers, we find with great satisfaction that the Brazilian war steamer *Don Affonso* and her gallant officers and crew distinguished themselves beyond measure.

The steamer *Don Affonso* had sailed from Liverpool for the purpose of making a trial of her machinery. She was under the command of Captain Joaquim Marquez Lisboa, and her Royal Highnesses the Prince and Princess de Joinville and the Duke and Duchess d'Aumale were on board, as well as Commodore Grenfell and the Brazilian minister in London, with their families. As soon as the burning ship was descried from on board the *Don Affonso*, the latter bore down upon her and tacking to windward lowered all her boats. The crews of the latter under the direction of Commodore Grenfell and of Captain Lisboa saved 170 persons in the midst of the flames. The other vessels saved 40 persons. The greater part perished, suffocated, or crushed by the spars and masts scattered by the flames; some were burnt to death.

All the Liverpool journals which mention this catastrophe describe the conduct of Commodore Grenfell and of Captain Lisboa as above

all praise. To their exertions the saving of the greater part of the passengers of the *Ocean Monarch* is due.

The London *Times* of 26th August in giving an account of this accident complains that the British steamers *Orion* and *Cambria* which passed near the burning ship did not afford her the least assistance, merely because they presumed their aid would not be necessary, since they saw the Brazilian steamer alongside the *Ocean Monarch*. The *Times*' article concludes thus:—“When we see that by the exertions of Mr. Littledale and his small yacht no less than 32 passengers were saved; that a fishing boat saved 16 more, and moreover that more than 160 persons were wrested from a horrible death by the courage and humanity of Messrs. Marquis Lisboa and Grenfell and of the Prince de Joinville, we cannot but believe that if the steamers *Orion* and *Cambria* had done their duty we should not have to deplore the untimely and horrid death of 150 of the passengers of the *Ocean Monarch*. The country owes a token of gratitude to the commander and crew, and to the persons who were on board the *Don Affonso*, and we trust that it will give a suitable one. We are sorry that the circumstances of the case oblige us to present the conduct of our own countrymen in an unfavourable juxtaposition with the humanity and courage of the crew of the *Don Affonso*.”

The chancellor of the exchequer had laid before Parliament a statement of the finances of the country. The revenue is estimated at £52,130,000, and the expenditure at 54,161,256; thus leaving a deficit of upwards of £2,000,000, which the government proposes to meet by an issue of exchequer bills, or the sale of stock.

There are accounts from Paris up to the evening of the 27th. Louis Blanc and Cassidiere had fled. The former left the following letter:

“Struck, not as a criminal, that it were impossible, but as an enemy, by men in whom political passions have silenced all sentiments of equity, I absent myself in order the more efficiently to protest against the consequences of the state of siege and of the government of force. I cannot believe that France will passively suffer that the regular progress of justice shall remain suspended for any length of time. When the day of discussion arrives, I shall present myself.”

26th August, 1848.

“LOUIS BLANC.”

The greatest tranquillity reigned in Paris, but the workmen had risen at Lille and insulted the mayor. The National Guard dispersed them, and the authorities dissolved the municipal workshops.

A cabinet courier arrived in Paris on the 27th with the news of an armistice between Denmark and Germany which, thanks to the exertions of the French minister and to the interference of Lord Cowley, the representative of Great Britain, had been entered into at Kiel.

There is nothing new from Italy.

[*Ibid.*]

Since the above was in type a friend has had the politeness to hand us the *Paris Presse* of the 1st of September.

The committee had presented to the National Assembly, on the 30th of August, the long expected project of Constitution. It is proposed to have but one chamber—the Executive to be confided to a President, chosen by universal suffrage, whose functions are to last four years, and who cannot be re-elected till after the lapse of a like period. A council of state, appointed by the Assembly, is to be invested with powers calculated to restrain any precipitancy in the proceedings of that body, and also to prevent the monopoly of patronage by the Executive. Departmental councils are to be established for the transaction of local business.

According to the last accounts from England a bill brought in by Ministers to empower them to raise a loan of £2,000,000 had passed the House of Commons.

We regret to observe, from an article in the *Times* of the 28th of August, that the difficulties with which the United Kingdom has to struggle, are likely to be aggravated by the recurrence of famine in Ireland.

Louis Blanc had arrived in England from Ostend.

The accounts from Italy were that Garibaldi and his Condottieri, with the partisan chiefs Griffini and D'Apice, who, after the armistice, continued to carry on the war on their own account, had been driven into Switzerland by the Austrians. Marshal Radetzki having heard that they still preserved there a hostile attitude, demanded from the Tessino and Grisons authorities that they should be immediately disarmed and removed into the interior. The Marshal threatened, in the event of non-compliance, that he would have recourse to strong measures. The Cantonal authorities replied that they had referred the matter to the general government, and that they would take care, in the meantime, that there should be no breach of neutrality in their territory.

Up to the 25th of August at noon 167 cases of cholera had occurred in Berlin. Of the above number of persons attacked by this disease 108 had died, 19 had been cured and 40 were still under treatment.

Letters from Hamburg of the 29th of August do not confirm the news given elsewhere of the conclusion of an armistice between the Danes and Germans. On the contrary, they assert that the blockade of the German ports had only been postponed, and that it would be rigorously enforced after the 15th of September; all hopes of an arrangement having disappeared.

MONTEVIDEO.

A person named Gutierrez, the owner of some small craft employed in the coasting trade, has been recently entrapped and fallen a victim to the snare which had been laid for the purpose of sacrificing his life.

It appears that an officer in the service of the intrusive government had privately manifested to Gutierrez an apparently anxious desire to go over to President Oribe's camp, whereupon the latter willingly offered the means, promising to be with his boat, at a certain hour in the night, at the appointed rendezvous on the sea side. The officer punctually attended in company with a piquet of soldiers, and, on Gutierrez's making resistance on discovering his supposed friend's treachery, he was run through by one of the soldiers with a bayonet and died shortly after in consequence. The mariners who accompanied Gutierrez managed to make their escape by jumping into the water and swimming to a vessel in the harbour.

The French schooner of war *Venus* when returning from the Uruguay where she had been to convey provisions to the French brig of war *Alacienne*, stationed in that River, having touched at the island of Yaguari, the Officer in command of that vessel was requested by the Montevideo Commandant, Ledesma, to be allowed to send on board 15 men of his detachment for the purpose of being conveyed prisoners to Martin Garcia or Montevideo, on account of having been recently concerned in setting fire to some property at Yaguari. The request being granted the men were sent on board. The schooner having got aground on the passage down the men above stated, whilst the greater part of the crew were engaged aloft, rose and killed the Officer in command, M. Girand, and one seaman and wounded the purser, M. Le Coispeiller, and two sailors. Having thus taken possession of the vessel, they then spiked the guns and threw them overboard, lowered the long boat and taking with them all the arms on board the schooner, and also the pilot whom they obliged to follow them, steered their course up the river. Disputes having arisen in regard to the place of their destination, 5 of these malefactors separated and landed on the coast; the other 10 headed by a notorious character named Vivorita continuing their course to the island of the Boca Falsa. Other quarrels having subsequently taken place Vivorita was killed by one of his own followers, a more had, whilst sitting by his side in the boat, and the body thrown overboard. The rest separated at the Boca Falsa, whereupon the pilot and one other again returned to Yaguari with the boat and the arms taken from the *Venus* which they there delivered up to the intrusive authorities.

—The Montevideo *Comercio*, from which we copied in our number of 17th July, 1847, some particulars of the assassination in the month of May previous, of Mr. John Eaton, late master

of the British brig *Axon*, and others of the crew of said vessel by Indians on the Patagonian coast, gives the following further details in regard to that melancholy event; stated to be obtained from Capt. Matthew S. White, of the British schooner *Ariel*, recently arrived at Montevideo from the south coast.

“Capt. White being desirous of obtaining some information in regard to the fate of Capt. Sims and Mr. Douglass, taken prisoners by the Indians on the 13th of May, visited some places along the coast. The Chilean vessel of war *Magallanes*, which was in the Straits, accompanied the *Ariel* in her search for information. Some natives were dispatched into the interior of the country to offer a generous ransom for Messrs. Sims and Douglass, but the only thing which could be learned was that they were still alive two months after they were taken prisoners.

“An American negro, known by the name of Black Isaac, was taken near *Puerto de Hambre* and sent to Valparaiso in irons, for his treachery in the case of the *Axon* and other like crimes.

“Captain White received at that port, at the Governor's hands, the gold watch taken from Mr. Douglass by the Indians, and which was presented by a cacique called Whistle or Wiae, the murderer of Captain Eaton, of the *Axon*.”

—Three small craft armed in Montevideo and manned by crews composed mostly of Italian freebooters are known to have been for some time past committing depredations in the river and along the Oriental coast.

—A boat of H. M.'s brigantine *Griffon* capsized in the harbour of Montevideo on the 30th ult., when going off from the shore to that vessel. The crew were fortunately all safely picked up by a boat from the Chilean barque *Juana J. Font* lying in that port.

We have been favoured with New York papers to the 2d September.

A disastrous conflagration had taken place at Albany on the 17th August, in which several lives were lost, six hundred buildings burnt, and several millions of dollars' worth of property destroyed. The New York gas works had also been consumed by fire.

The excitement created throughout the Union by the several parties canvassing for the Presidential election, was naturally increasing as the period for deciding the question approached. The Calhoun section of the Democratic party had declared for General Cass. Mr. Van Buren had accepted the Free Soil nomination.

The news of the ridiculous upshot of Smith O'Brien's attempt at rebellion had not cooled the ardour of the sympathisers in the United States. Monitor meetings continued to be held in the principal cities, and large sums of money had been collected. The Canadian loyalists do not appear to be quite as sane.

The accounts from Mexico state that the insurrection got up by General Paredes had been entirely suppressed; by General had escaped, but some of the other leaders had been taken and shot.

Some restless spirits in the United States were agitating a project for cutting off the northern provinces of what is left of Mexico, and forming them into a commonwealth to be called Republic of Sierra Madre. But the Government disapproved the design; and Uncle Sam seemed to be of the opinion stated in the *Herald*, that the large slice already taken from the Mexican loaf should be digested before the knife is whetted for another.

The French Consul General in Guatemala had taken umbrage at some remarks made in one of the journals in regard to France and her new form of government. The French residents, too, had protested against the views taken by the poor editor. The Guatemala government very justly denied the right of the Consul to make it responsible for anything published, even in an official paper, save such articles as

Havre, 1st Sept.

Business has somewhat improved of late here, although confidence is yet far from being re-established.

Hides have been in good request last month; the sales having come up to about 40,000 of all sorts; our stock is still 140,000 of all descriptions, and we may quote prices of dry Buenos Ayres and Monte Video from 50 to 70 c. say 5 c. above the lowest rates ruling this year.

Horse hair considerably fallen, stock 550 bales, price 65 to 80 c.

Tallow 55 to 60 c.
Horns 25 to 40 f.
Ostrich feathers 3 f. Stock, 45 bales.

Hides sell pretty briskly.
Hair still continues low.

FOREIGN VESSEL OF WAR IN PORT.
BRITISH—Steam sloop Alecto, Commander Vincent A. Massingberd.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 9th inst.

Table with columns: National, British, American, Danish, French, Hamburg, Spanish, Brazilian, Italian, Prussian, Bremen, Hanoverian, Swedish, Dutch, Montevideo, Norwegian, Peruvian, Chilean, Lubek. Includes sub-table for LAST DATES with destinations like Antwerp, Baltimore, Barcelona, Boston, Bremen, Cadix, Genoa, Hamburg, Havana, Lisbon, Liverpool, London, Malaga, Marseilles, Montevideo, New York, Philadelphia, Rio Grande, Rio Janeiro, Trieste, Valparaiso.

THERMOMETER in the Mirador of the Commercial Rooms—
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Advertisements.

James Champion & Co.,

Beg leave to announce that they have commenced business as Sail Makers in all its branches. Tarpaulins, flags, cieiro-rans, awnings, and mangas furnished with expedition and made in the most approved manner.

No. 12 Calle "la Merced"

To the Public.

J. A. MAYER and Monsieur MATTHEW CRABOS have the honor to inform their friends and customers that they have formed a partnership in the Tailoring business at the well-known shop "Calle la Merced," [formerly Cangallo] No. 50, nearly opposite the Argentine Theatre, where they hope by a strict attention to business, very moderate prices, a new and complete assortment of first-rate cloths, fancy kerseymers, silks, velvets, &c., to continue to receive a share of public patronage.

Orders are executed with neatness and to the latest fashion on the shortest notice.

Hydraulic Press.

A small one for sale, fit for baling packages for the interior, or pressing oil out of seeds, for tallow, &c. &c., a first-rate article. To be seen at Calle Lima, No. 93.

Notice.

No debt contracted by the crews of the American barque "Quincy" and brig "Consort" will be paid by either the Captains or Consignees.

Liberia de la Merced!

Calle de la Merced, No. 314, near the Teatro Argentino.

JAMES MILLER respectfully informs the public that he has opened the above concern, where a general assortment of Stationary and a few School Books will be found, and that the various branches of Book Binding will be executed with dispatch and neatness.

WANTED,

For a Shop in town a boy about fourteen years of age. Apply at No. 97 Calle San Francisco (formerly Restaurador Ross)

FOR LONDON,

The fast-sailing A. 1. British-built barque "Garshirrie,"

of 252 tons, FRANCIS RITCHIE, Master. Will have quick despatch, and has still room for 1500 to 2000 salted hides, or equivalent in tallow, also for a few tons of dry freight.

For terms of freight, or passage (her accommodations being excellent) apply to the Consignee Sr. Don Juan Bautista Peña, or to CHARLES R. HORNE, Licensed Ship Broker, Calle la Reconquista, No. 55. Nov. 2, 1845.

FOR NEW YORK,

The well-known, coppered and copper fastened American barque "Mason Barney," 241 tons register, Francis Scott, master, having part of her cargo engaged will meet with immediate dispatch. For balance of freight or passage, having excellent accommodations, apply to the consignees— O. J. HAYES & Co., No. 7 Calle Reconquista.

JOHN SYMONDS.

A native of Norwich, in Norfolk, England, aged about 40 years, formerly a sailor and who has subsequently followed the sail making business, having been in this country the last 18 or 20 years, would do well to apply at No. 65, Mayo Street, where he will learn something to his advantage.

Any information in regard to the above person would be thankfully received.

WANTED,

By a young Englishman, who has been some time in the country, a situation in a merchant's house, saladero or barraca, would have no objection to take charge of a small chaera or any other employment where he could make himself generally useful. Please apply at the Store No. 46 Calle Reconquista.

To Let,

Rooms for single gentlemen, at No. 70 Calle la Reconquista.

Furnished Rooms to Let, apply at No. 110 Calle Mayo.

To Let,

Several good Rooms in the altos, No. 39 Calle de la Victoria.

To Let.

The Office on the Mayo street No. 57 1/2 and the two adjoining rooms, with fixtures. Apply at No. 59 Calle Mayo.

Apprentices Wanted.

AT the Comb Manufactory, No. 80 Esmeralda st. est. Good recommendations will be required.

FOR SALE,

A complete and modern Soda Water Apparatus, with a double glass fountain, counter, she/ving, and every other article necessary to open a soda water establishment. For further particulars apply at 69, Calle la Merced, formerly Cangallo.

Daguerotype Gallery.

The proprietors of No. 63 Calle de la Victoria, two squares and a half from the Plaza, beg leave to inform their friends and the public in general that they still continue to take Likenesses with and without colours, and have now on hand a large stock of cases and plates at moderate prices. Any person wishing Likenesses of themselves or friends will please call and examine their specimens.

Hour of taking from 8 A.M. to 5 P.M.

N. B. Copies of paintings taken with great exactness.

COOK.

Wanted a Cook, who can produce certificates of capacity, cleanliness and sobriety. None other need apply.

Calle la Reconquista, (formerly Paz) No. 55

School Books.

For sale at Greenwood & Co's, No. 33 Calle Julio, formerly Alameda, grammars, arithmetics spellers, &c. Likewise Sale's Spanish and English.

MERCHANT VESSELS FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST. For arrivals and sailings of Friday see Marine List.

Main table with columns: Date of Arrival, Vessels and Captains Names, Consignees, Destinations. Includes sub-sections for NATIONAL, BRITISH, AMERICAN, DUTCH, FRENCH, HAMBURG, SPANISH, BRAZILIAN, ITALIAN, PRUSSIAN, NORWEGIAN, BREMEN, HANOVERIAN, DUTCH, MONTEVIDEO, PERUVIAN, CHILIAN.

