



JOSEPH W. HAMPTON,

"The powers granted under the Constitution, being derived from the People of the United States, may be resumed by them, whenever perverted to their injury or oppression."—Madison.

Editor and Publisher.

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TERMS:

The "Mecklenburg-Jeffersonian" is published weekly, at Two Dollars and Fifty Cents, if paid in advance; or Three Dollars, if not paid before the expiration of THREE MONTHS from the time of subscribing. Any person who will procure six subscribers and become responsible for their subscriptions, shall have a copy of the paper gratis;—or, a club of ten subscribers may have the paper one year for Twenty Dollars in advance.

No paper will be discontinued while the subscriber owes any thing, if he is able to pay;—and a failure to notify the Editor of a wish to discontinue at least ONE MONTH before the expiration of the time paid for, will be considered a new engagement.

Original Subscribers will not be allowed to discontinue the paper before the expiration of the first year without paying for a full year's subscription.

Advertisements will be cheerfully and correctly inserted at One Dollar per square for the first insertion, and Twenty-five Cents for each continuance—except Court and other judicial advertisements, which will be charged twenty-five per cent. higher than the above rates, (owing to the delay, generally attendant upon collections). A liberal discount will be made to those who advertise by the year. Advertisements sent in for publication, must be marked with the number of insertions desired, or they will be published until forbid and charged accordingly.

Letters to the Editor, unless containing money in sums of Five Dollars, or over, must come free of postage, or the amount paid at the office here will be charged to the writer, in every instance, and collected as other accounts.

Weekly Almanac for August, 1841.

DAYS	SUN RISE	SUN SET	MOON'S PHASES
10 Tuesday	12 5	42 6	
11 Wednesday	13 5	41 6	Full Moon, 2 4 46 M.
12 Thursday	14 5	40 6	Last Quarter, 10 1 3 M.
13 Friday	15 5	40 6	New Moon, 16 4 17 E.
14 Saturday	16 5	41 6	First Quarter, 23 3 54 E.
15 Sunday	17 5	42 6	Full Moon, 31 8 18 E.
16 Monday	18 5	42 6	

Catawba Springs.

THE Subscriber would inform the public generally, that he is prepared to entertain Visitors at the above celebrated watering-place, and pledges himself that no efforts shall be spared to render comfortable and profitable the stay of all who may call on him. Terms of board moderate, to suit the times. THOMAS HAMPTON. Lincoln county, N. C., April 6, 1840.

Clock & Watch Repairing.

SAMUEL LAWING RESPECTFULLY informs the citizens of Charlotte and the public generally, that he has opened a shop in the town of Charlotte, nearly opposite the "Carolina Inn," where he will be glad to receive work in his line of business. Clocks, Watches, &c., will be repaired in the most substantial manner, at short notice, on moderate terms, and warranted to perform well. A portion of public patronage is respectfully solicited. Charlotte, June 1, 1841.

CLOCK AND WATCH REPAIRING.

Thomas Trotter STILL continues to repair Clocks and Watches in the very best manner, if requested by the owner to do so. He is well supplied with all kinds of materials. His Shop is in the Jewellery Store of S. P. Alexander, situated South from the Courthouse, between the "Mansion House" and the "Charlotte Hotel." It will be his earnest desire to do work faithfully, so as to merit encouragement. His price shall be as moderate as possible for CASH. [Charlotte, July 6, 1841.]

DR. C. J. FOX

Has just received a large and general assortment of **MEDICINES, Drugs, Paints, Oils, Dye-Stuffs, Perfumery, Thompsonian Medicines, Wines and Spirits** for medical use. **SURGICAL INSTRUMENTS,** And a variety of other articles, all of which he warrants genuine, and will sell low for cash. Charlotte, April 27, 1840.

William Haggar & Co. Type and Stereotype Foundry.

THE Subscribers take this method of announcing to their friends and the public generally, that having purchased the extensive and well known Type Foundry, formerly owned by Messrs. Conner and Cooke, they have removed the same to their present central position. Having made extensive revisions, additions, and alterations, they are now prepared to execute orders of any magnitude they may be favored with, with promptness, and on as favorable terms as at any other Foundry in America. To their new Specimen Book, which has been recently extensively circulated, they would respectfully refer.

All articles manufactured by them shall be of a material equal, if not superior to any manufactured in this country—and undergo a thorough examination as to appearance, ranging, dressing, and properly assorting. All articles exhibited in the Specimen Book, formerly issued by Conner and Cooke, together with sorts to Fonts sold by them, can now be furnished from this Foundry without delay, with many since added.

WILLIAM HAGGAR & CO. are agents for the sale of the Napier, Washington, and Smith Presses, which, together with Chases, Cases, Composing Sticks, Furniture, Ink, and every article used in the printing business, will be kept on hand, and furnished at manufacturers' prices. N. B.—No machine cast Type manufactured at this Foundry. New-York, February 25, 1841.

American Naval Defences.

HOUSE OF REPRESENTATIVES...JULY 17.

Mr. King, from the Committee on Naval Affairs, to whom the subject had been referred, submitted the following Report:

The Committee on Naval Affairs, to whom was referred so much of the President's message and accompanying documents as relates to the Navy, ask leave to report on the expediency of providing for the support of a home squadron, as recommended in the report of the Secretary of the Navy.

The changes which the introduction of steam power has already effected and is constantly producing in the naval armaments of the maritime Powers of Europe, evidently require the most prompt and efficient action on the part of the Government of the United States, to meet this new and powerful auxiliary in naval warfare, by so changing the construction and employment of our Navy as most effectually to protect our commerce and guard our seacoast against the sudden approach of an enemy; and it is the opinion of the committee that no measure is more imperiously demanded by every consideration of prudence and safety than that recommended in the report of the Secretary—the employment of a home squadron, composed in part of armed steamers. He very justly remarks, that "Had a war with Great Britain been the result, as was at one time generally feared, of the subjects of difficulty now in a course of adjustment between that Power and the United States, not only would our trade have been liable to great interruption, and our merchants to great losses abroad, but a naval force, comparatively small, might, on our very shores, have seized our merchant ships and insulted our flag, without suitable means of resistance or immediate retaliation being at the command of the Government. To guard against such a result—to be ever ready to repel or promptly to chastise aggression upon our own shores, it is necessary that a powerful squadron should be kept afloat at home. This measure is recommended by other considerations. There is no situation in which greater skill or seamanship can be exercised and acquired than on the coast of the United States; and in no service would our officers and seamen become more thoroughly initiated in all that is necessary for the national defence and glory. In that service, aided by the coast survey now in progress, a thorough acquaintance would be gained with our own seacoast, extensive and hitherto but imperfectly known; the various ports would be visited; the bays, inlets, and harbors carefully examined; the uses to which each could be made available during war, either for escape, defence, or annoyance, be ascertained; and the confidence resulting from perfect knowledge would give us, what we ought surely to possess, a decided advantage over an enemy on our own shores." In addition to the excellent and comprehensive view presented by the Secretary, the committee beg leave to submit a few observations in regard to the present state of our seacoast defences, their efficiency in case of war, and the measures now being adopted by Great Britain and France to change their naval armaments from the common vessels of war to armed steamers. It is a fact almost too notorious for remark here, that our fortifications are in a most inefficient condition. Many of those that have been completed are not supplied with cannon, others are going rapidly to decay—some are unfinished and progressing so slowly that it will require many years to complete them; none of them are properly garrisoned, and some have not a man to keep the gates closed. These fortresses have cost immense sums of money, and if well supplied with guns and garrisons would afford but partial protection to a few points on our seacoast and to our armed squadrons in time of war. They could not defend us against the armed steamers of an enemy, which might pass them in the night, or avoid them by entering harbors where there are no fortifications. This last remark is peculiarly applicable to the Southern coast, where there are numerous harbors on the Atlantic and the Gulf of Mexico, and not a fort, from Charleston to Mobile, in a condition to fire a gun. In the event of a war with France or Great Britain, the fortifications at Pensacola, and perhaps others, might be seized and held by the enemy, or any of our unprotected harbors might be entered by fleets of armed steamers loaded with black troops from the West Indies to annoy and plunder the country. The Northern portion of the Atlantic coast where such vast sums have been expended to place it in a state of defence, would by no means be secure against the rapid movements of such an enemy. The harbor of New York itself might be entered through the inlet at Amboy and Staten Island Sound, and the fortifications at the Narrows entirely avoided. The city might be sacked or laid under contribution before a sufficient force could be collected to prevent the approach or escape of so formidable an enemy; and it is seriously to be feared that there is not a harbor on the whole coast, however well defended against the sailing ships of an enemy, that these steamers might not enter, by avoiding the forts or passing them in the night. If this is true, it must be perceived that not only our commerce, but our cities, with all their wealth, would be at the mercy of an enemy employing a force so rapid and certain in its movements. It, therefore, becomes a question of the most urgent and vital importance to the People and Government of the United States how they can soonest and best provide the means of meeting this new and powerful auxiliary in maritime war. The employment of a home squadron, as recommended by the Secretary of the Navy, must be justly regarded as not only the best means of meeting any sudden emergency that may arise, but of leading to such ulterior measures as may be found necessary to give to our commerce and seacoast the greatest possible security.

As connecting itself immediately with this subject and calling for the most vigilant course of policy on the part of the Government of the United States, the committee beg leave to call the attention of the House to the measures now being adopted by Great Britain to keep afloat and actively employed on our Northern coast and in the West Indies a large number of steamers of the largest class; many of them with their guns on board, and the others at all times ready to receive them. Some time since, a contract was made with that

Government by Mr. Cunard and his associates to carry the Royal mail from Liverpool to Halifax for the sum of sixty thousand pounds sterling, or \$291,600 per annum. In compliance with this contract, four steamers have been constructed and placed on the line, of twelve hundred tons burden and 450 horse power each. These vessels leave Liverpool and Halifax every fortnight, and perform the trip across the Atlantic each way with great certainty in twelve days. These steamers are commanded by officers of the Royal Navy, and are to be at all times subject to the orders of Government. So great have been not only the facilities afforded to commerce and intercourse, but saving to the revenue in the cost of carrying the mail, that it is now proposed to double the number of steamers, that they may leave their respective ports every week instead of every fortnight. The London Journal of Commerce says: "Under the old packet system, between Falmouth and Halifax, by the gun brigs, the expense to Government was about forty thousand pounds sterling annually more than the receipts of postage. By the line of Cunard's steam ships, a balance of twenty thousand pounds appears already to the credit side of the Atlantic mails." This line has been extended to Boston.

On the 20th March, 1840, a contract was entered into between the Commissioners of the Admiralty and "the Royal Mail Steam Packet Company," for conveying "all her Majesty's mails" from such port in the British channel as the commissioners shall prescribe, to the West India Islands, the coast of South America, Mexico, and the United States, touching and delivering the mails at the ports specified on the map annexed to this report, on which are traced the various lines of communication to be established in pursuance of the contract. The company is bound to "provide, maintain, keep seaworthy, and in complete repair and readiness" for the purpose of conveying the mails, "a sufficient number—not less than fourteen—of good, substantial, and efficient steam vessels, of such construction and strength as to be fit and able to carry guns of the largest calibre now used on board of Her Majesty's steam vessels of war." To adopt from time to time, and at all times, such changes or improvements in construction, machinery, armament, and rigging, as the commissioners may require. To carry a certain number of Government officers and men, at a stipulated price, and at all times to hold their vessels subject to the orders of such officer as may be placed on board to assume command. This company is to receive two hundred and forty thousand pounds sterling per annum, which may, in certain events, be increased to three hundred and ten thousand, or to \$1,388,800.

These steamers are all in rapid progress of construction. They are about 1,500 tons burden, and to receive engines of 600 horse power each. Those that have been launched are estimated to be in all respects equal to sixty-gun frigates. "Thus," it is said, "the country will be doubly served; and, while it pays to the mail company 240,000 pounds per annum for the transport of the mails, it will defray, by the same payment, the annual charges of the largest and most powerful steam fleet in the world, fully armed with the heaviest ordnance, to act as war frigates when required by the Government for that purpose." To which may, at any time, be added the steamers employed in Cunard's line, and those running from London and Bristol to New York. It is also said to be in contemplation to establish another line from some port in England to St. John's, New Brunswick, under a contract similar to that made with the Royal Mail Steam Packet Company. All these lines will soon be in full operation and employ at least twenty-five, and perhaps thirty, steamers of the largest class and most approved construction; those on the southern line, and probably those on the northern line also, having their guns on board. These steamers are to be commanded by officers of the Royal Navy, and to carry such number of officers and men as the Government under certain regulations, may require, who will thus derive all the necessary instruction to enable them to command and manage vessels of this description. Of the fourteen designed to carry the West India mails, at least ten will be constantly employed in conveying them on the various lines as traced on the map hereto annexed, and it will be seen by reference to it that this formidable fleet will be at all times within three or four days' run of our Southern coast. In the event of a declaration of war by Great Britain against the United States, as she will, of course possess the information necessary to enable her to concentrate her forces, all the steamers in the West India mail service can be collected at any point on the southern coast by the time the declaration would be communicated to the President. Those employed on the Northern line to New York and Boston may commence hostilities before the least preparation can be made to meet them. Depots of coal are to be established at Halifax and at several points in the West Indies, from whence these fleets can be supplied, and the prediction made some years since by an intelligent and experienced British officer, that their sailing ships of war would become coal carriers to their steamers, will be fulfilled.

There are, it is said, at this time, ten thousand black troops in the British West Indies, and that orders have recently been issued to increase the number to twenty-five thousand. These troops are disciplined and commanded by white officers, and, no doubt, designed to form a most important portion of the force to be employed in any future contest that may arise between Great Britain and the United States; and, by reference to the map of the West India mail lines, it will be seen that, in our present defenceless condition, a force composed of armed steamers and troops of that description would not only give great annoyance to our coast, but most effectually and at once put a stop to all communication around Cape Florida, or through the passes of the West Indies, to or from the Gulf of Mexico, and, consequently, the commerce of the great valley of the Mississippi must fall into the hands of the enemy, or its vast productions cut off from market, be rendered valueless.

France is pursuing a course of policy in every respect similar to that of Great Britain. The last official register of her navy shows that she then had thirty-seven armed steamers, carrying heavy guns, equal in all respects, if not superior, to those of any other nation. The sudden appearance of one of these, some two years ago, in the harbor of Balti-

more must be recollected by all. A law has recently been enacted, authorizing the Government to establish a line of armed steamers from Havre to New York, on the plan of the British West India mail line; and, surprising as it may seem, a number of gentlemen in Boston have actually sent in proposals to take the contract, if that city instead of New York shall be inserted in it. Thus it will be perceived that our own merchants, driven by the laws of trade and intercourse, are about throwing the whole weight of their skill, enterprise, and capital into the hands of our great maritime rivals, for want of proper action and encouragement on the part of their own Government, and that the humiliating spectacle is likely to be presented of American merchants, who have excelled all others in commercial pursuits, being employed to support a naval force that may be directed against the cities in which they reside.

Under the old system of maritime war, our squadrons could be employed in the protection of our commerce and our flag abroad, without danger of aggression on our own coast, because the fleets of an enemy could not sooner approach to assail than our own return to defend us. But the introduction of steam power has effected such astonishing changes, that armaments on the most extensive scale are no longer to be considered as alone suited to the purposes of war, but the most formidable vessels the world has ever seen are to be employed in the transportation of the mail, passengers, and freight, to pass along the whole line of our coast, and into our ports, as familiarly as common trading ships. If these vessels can be rendered profitable in time of peace, the security they will render to person and property, from the attacks of privateers and small armed vessels, will render them indispensable in time of war.

The system is yet in its infancy; and it is not in the power of the committee to say, with any degree of accuracy, how far it may be rendered useful to our commerce, or profitably connected with our navy; to what extent it may be made to support itself, or the policy of other Governments, and a proper regard for our own safety, may render its adoption wise or necessary. These are questions of the utmost importance to all portions of this widely extended country, and ought to be promptly and properly inquired into, and satisfactorily answered.

A gentleman of great respectability and much experience in commercial affairs, and particularly in steam navigation, has given it as his opinion that "contracts could be made immediately for lines of four steamers from Boston to Havre, of four from New York to Liverpool, of three from Norfolk, via Charleston and Savannah, to Havana, and of three from New Orleans to Havana, by the guaranty of the Government of less than one million of dollars per annum, with a moral certainty of receiving back more than half of it, from postage on letters and papers, immediately, and the whole in a few years." This arrangement would keep equipped and officered for immediate service at least fourteen steam frigates, without the annual charge for repairs, manning, victualling, &c., &c. This system would bring to the aid of the Government all the energy, skill, and economy of individuals who will, in enterprises of this nature always surpass it.

From what has been stated, it must, in the opinion of the committee, be perceived that a powerful squadron has become as necessary for our protection at home as the employment of our ships of war has hitherto been, or may hereafter be, for the protection of our flag and commerce abroad. This squadron ought at once to be established, and from time to time increased, as the means placed at command of the department may permit, and the various objects connected with it, as pointed out in the report of the Secretary, may best be promoted and attained.

For this purpose, the Committee report herewith a bill appropriating the amount asked for by the Secretary, and recommend the adoption of the following resolution:

Resolved, That the Secretary of the Navy is hereby directed to inquire into the expediency of aiding individuals or companies in the establishment of lines of armed steamers between some of our principal Northern and Southern ports, and to foreign ports; and advertise for proposals for the establishment of such lines as he may deem most important and practicable, and report to this House at the next session of Congress.

The plan and extent of operations of the British Royal Mail Steam-Packet Company alluded to in the above Report, may be gathered from the following:

From the New Orleans Bee.

THE ROYAL MAIL STEAM PACKET COMPANY.

The following account of the Royal Mail Steam Packet Company and their Steamers, which in the course of a few months are to touch at this city every month outwards, and as often inwards, has been communicated to us from an authentic source and cannot fail to prove interesting to our readers.

The capital of this company is £1,500,000 in shares of £100 each. The direction of the Company is placed in the hands of the most eminent merchants in London. The Company is incorporated under a Royal charter from the Crown, and for the express purpose of performing the public service of carrying the mail between England and a large portion of the Western World. By their charter the Company cannot own any vessel but such as are engaged under contract with the Government, nor can they go to any port or place save those to which under such contract they may be directed to proceed. The present contract extends to a period of ten years from the time of starting, and the remuneration is £240,000 per annum during peace, to be increased 25 per cent. should war arise. The mails on board of every steamer will be under the immediate charge of an officer of the Royal Navy appointed by the Admiralty and acting under their express authority. To distinguish them from men of war, and at the same time to keep them under the denomination of national vessels, they will carry a particular British post office flag.

The steamers appropriated for this gigantic service, are 14 in number, about 450 horse power and 1,500 tons burthen each. Of these, twelve will be constantly in active service with a spare steamer in

England and one in this quarter of the world. They are all constructed of equal power and size in order that each may be able to take in its turn the long voyage to England, by which means each will return to that country twice every year, and thus whatever repairs may become necessary may be readily and easily made. They are intended chiefly to carry passengers. Each cabin passenger will have a separate berth, six feet and a half in length, and 7 and 8 feet in height and neatly fitted up and furnished. There will be a separate state room and cabin for ladies, and the berths are so constructed that two can be thrown into one for the convenience of families. Each vessel will contain about one hundred such berths; the whole properly aired and ventilated. Each vessel will carry one large gun on the stern, and perhaps two upon deck. The vessels and machinery are built and constructed by the most skillful and experienced architects and engineers of Great Britain. They are a little larger than the vessels in Cunard's line, and may consequently be expected to perform their voyages with equal if not greater celerity, especially when it is considered that by far the greater portion of their work will be done in a milder and more settled climate than the North.

The combination under which these steamers are to work, embraces a regular conveyance backwards and forwards twice every month, with every port and place, insular and continental from Surinam on the East and the bottom of the Gulf of Mexico on the West, and from Halifax by New York on the North, to Chagras on the South—the whole work on given points; so that there is no delay whatever in the transmission of the mails either outwards or inwards, for as one steamer arrives at any given point, one or more are ready to start on other lines of the combination.

In the transmission of the mails no more time is occupied at any place, than is sufficient to exchange mails and passengers. The course outwards from Europe to this port, is by Madeira, (probably also Corinna,) Barbadoes, St. Thomas, Porto Rico and Havana. The time calculated to accomplish it including stoppages, is 25½ days. The course to England is by Havana, Nassau and Fayal. The time from New Orleans to London will be 22 days; but should the steamers perform their work at the average rate of Cunard's line, the time between New Orleans and London, both outwards and inwards, will be nearly two days less either way. At Nassau the great line is connected with North America, and it also connects all North America with the whole of the West Indies, including the coast of South America and the Gulf of Mexico. A sailing vessel connects Madeira with Fayal. From New Orleans to St. Thomas will require 8 days; from St. Thomas to New Orleans 7 days; from New Orleans to Barbadoes 10 days; and from Barbadoes to New Orleans, 9 to 9½ days; from New Orleans to Lagayra, the same period, and so on in equal proportions, throughout the wide extended combination.

The course of the steamers throughout the different lines is so timed that answers to letters can be received with perfect regularity, and with the utmost possible despatch. On the arrival of the European steamer at Havana, all the mails which had come up from North America are there received. Two steamers immediately start from the Havana; one proceeds to New Orleans with the outward mail. Thence she goes to Tampico and Vera Cruz and taking in the return mails, proceeds back to Havana. The other leaves Havana for Vera Cruz and Tampico with the outward mails, and from the latter place to New Orleans where she takes up the return mails, and carries them to Havana where she arrives at the same time with the other steamer, and where a steamer is ready to start to bear the whole to the connecting point of Nassau, when the mail proceeds Northward to North America, Eastward to Europe, and Southward to the West Indies. It will be readily perceived that by this arrangement abundance of time is afforded in every place for replies to letters.

We have conversed with the commissioner who has been appointed by the company and the government to make the necessary preparations for commencing this extended service. He informs us that every government and the authorities of every colony British and foreign, from Surinam to the Mississippi, have most readily and cheerfully acquiesced in the views and wishes of the British Government and Company, by agreeing to consider the steamers as National vessels, to be consequently exempt from all port charges and custom-house dues and regulations; and in permitting them to arrive and deposit, land and receive mails, passengers and specie at pleasure.

The agent has politely furnished us with the names of the gentlemen comprising the direction of the Company. They are the following: John Irving, M. P., Chairman, Andrew Colville, vice-Chairman; James Cavan, Thomas Baring, Henry Davidson, P. Maxwell Stewart, John Irving, junr., Robert Catesworth, William Marshall, George Brown, Russell Ellis, and George Hilbert.

Lieutenant Hunter of the United States Navy, has completed his steamboat called the *Germ*, which is intended to be used in Canals, and has made a trip from Norfolk to Elizabeth City. The old North State, printed in Elizabeth City, says:

"This invention of Lieut. Hunter has removed all doubt of the practicability of navigating canals by steam, without injury to the banks. In the trip of the *Germ* from Norfolk to this place, we understand she passed at the rate of six miles an hour without making as much ripple as an ordinary Canal Boat. We hope that some of our enterprising citizens will proceed immediately to the construction of a suitable passage boat to run between these place viz. the Canal, and we learn that one of ample size and accommodation can be constructed at a cost of not more than \$7,000—if so, we hazard nothing in saying that it would be the best property in this part of the country."

The Flag of Repeal—was raised on the 5th, by the gallant Democracy of the Old Bay State. At the town of Oxford, Worcester County, Massachusetts, there was a glorious celebration. The Oration was delivered by Mr. Hallet, of Boston, who warmly urged the right and duty of repealing the Bank Charter should the Consolidationists in Congress succeed in passing it; and at the dinner, the sentiment "LET THEM CHARTER AND WE WILL UNCHARTER" was repeatedly given and responded to with unanimous enthusiasm.—*Charleston Mercury.*