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MR. ADAMS.

Mr. White: Charles Miner, Esq. a representative in Congress from Pennsylvania, and a Printer, has lately given in his paper (the Village Record) a sort of sketch of habits, disposition, &c. of John Quincy Adams, the now President of the U. S. which I have not yet seen in your columns. I'm no partizan of the reigning dynasty, nor of any party existing;

I bow not my neck, neither bend my knee. To any great man—or great that would be; but I want to see equal and exact justice meted out to all. I therefore ask you to publish the article above alluded to. I have no earthly objection to your publishing all you can find in behalf of Old Hickory; I'm myself, I suppose you have been a bit of a soldier, and feel more than a mere civic veneration for the old warrior,—and have an appreciation of his worth and deserts, unknown to those chicken-hearted people, whose valor forsakes them upon the first blast of war that howls throughout the confines of our country. But the Presidential Election ought not to be decided alone upon our personal predilection for men. Publish the article, if you please, and oblige

A NO-MAN'S-MAN.

FROM THE VILLAGE RECORD.

The question has frequently been asked us—what sort of a man is Mr. Adams? The inquiry is a very natural one; every boy likes to know what kind of a man the President of the United States is—and no reason is seen why we should not answer in a way to give all our readers, who feel an interest in the subject, what information we possess. A laboured and highly wrought panegyric need not be looked for—a full length picture must be left to an abler hand—a sketch, an outline, presenting a few prominent traits, is all we mean to attempt.

Of Mr. Adams' talents we need not speak. Even his patriotic enemies are proud of them, as giving lustre to the literature of the country, and elevation to the character of her statesmen. The powers of his mind and the influence of his pen, have been felt in all the negotiations in which he has been engaged—especially in those which led to the treaty of Peace, and the cession by Spain of the Floridas. In his dress and manners, Mr. Adams is plain, simple, and unostentatious. Easy of access, frank and courteous—without ceremony or parade—and he is said by those who know both, much to resemble Mr. Jefferson, in the happy talent of putting his visitors at their ease, at the same time that respect for his person is increased. In the relations of private life, he is a pattern of virtue, and a model of good and regular habits. On the Sabbath he is a regular attendant at church twice a day—entertains his own opinions, and is tolerant of the sentiments of others. There is no affectation of state or show about him—so far otherwise, he walks to meeting dressed as a plain country gentleman, preferring this simple mode, when the weather permits, to the parade of a carriage.

Mr. Adams talks of business, not as matters of state mystery, but with all proper freedom—but cautiously abstaining from any interference with subjects before either house, except so far as he acts openly or officially. Surrounded by books and papers during all the early part of the day, Mr. A. is found in his study, devoting himself laboriously to public business. There never could be a more industrious public servant. To perform with intelligence, honesty and care, the duties confided to him, appears to be his chief pride. In the midst of all the throes of party—the violence of assault—the personal attacks upon himself, he seems the least interested, the most unmoved of any person at Washington. You would not suppose he was aware an election was approaching, in which he was personally interested. When attacks the most bitter, and charges the most gross are hurled at him by the exasperated politicians of the south, as if he was a traitor—the very worst man in the republic—so calm and unmoved is he, that an observer would suppose just such a man must have been in the poet's mind when he wrote

"Justum et tenacem," &c.

"How does all this affect the President?" was said one day to a gentleman

who was presumed to have the means of knowing. "He does not seem to know he is concerned in the matter at all," was the reply. Mr. Adams appears to think only of doing the public business faithfully and to confide entirely in the intelligence and goodness of the people, that if he serve them with singleness of heart, they will do what is right and proper. If he seeks popularity, the public will judge whether it be censurable arts or objectionable means. To devote the energies of a strong mind with unflinching zeal to the public service: To aim, with enlightened forecast, to preserve harmony in our foreign relations: To be cautious in the conduct of affairs relative to a state misled by too near a view of her own interests, without duly regarding the rights of others, inflamed by resentment, exasperated by passion, led to acts of contumely and violence, advancing with a steady yet cautious step, uniting conciliation with firmness, and in moments the most trying, adopting every practicable means to promote the just interests of Georgia—guarding, at the same time, the rights of the Indians, who look to the Union for protection—to temper the assertion of National Sovereignty, when unquestionable, and demanded by impetuous circumstances, by acts of beneficence.

In relation to the southern republics, to cherish the lively feelings of good will and respect which have grown up between us, accepting their invitation to conference, and sending wise agents to promote harmony, and to guard our commercial privileges from the insidious schemes of foreign rivals. To improve the internal condition of the country by affording to all parts of the Union the means of easy intercourse;—strengthening thereby the bond of union—To protect domestic industry, that the farmer may have a home market for his produce—and be enabled to buy of those who buy of him—and rendering the nation independent, in war and peace, of foreign nations—to reduce the national debt as fast as practicable—To set an example of republican simplicity of manners and conduct—in fine, to endeavour to deserve public approbation by meritorious deeds. These are the arts—this is the management, by which Mr. Adams and the Administration seek to court the public favour. God grant that such a course may be pursued for thousands of years.

In truth, we say it with sincerity, Mr. Adams appears to us the farthest removed from any thing like party management, plan, political intrigue or scheme to favour his election, or advance any personal object, of any statesman we have ever read of, heard of, or know.

From the London Times.

NARRATIVE OF MR. DE ROOS.

Our notice of this intelligent and entertaining book, in *The Times* of the 25th ult. was so brief, from the pressure of more immediate matter, that we had no opportunity of doing justice to its merits. The accounts in particular, of the present state of the American naval strength—a subject of the highest interest, and one upon which the author as a professional man, speaks with considerable means and preparation for judgment,—we had not room even to touch upon.

Mr. De Roos' first introduction to the American dockyards took place at Washington; and both here and at Baltimore and Philadelphia, comparing that which he saw with that which he heard, he was a good deal disappointed. At Washington he found only two ships building; they were large frigates & skillfully constructed, but still there were only two. A contrivance resorted to (in the case of a third frigate) for the purpose of repair, did not appear to have been judiciously hit upon: the author suspected that it would turn out a complete failure.

"The *Potomac*, another heavy and clumsy looking 60 gun-frigate, was hauled upon ways, in a cradle called Commodore Porter's inclined plane,—an expedient intended to save the expense and inconvenience of dry docks, for examining the bottoms of vessels where there is little tide. She was partly suspended by cables and partly by shores; the hauling up had been easily accomplished, but the ground having afterwards given away under her stern, the inclination of the plane had been altered, and I very much doubt whether she will ever be got down again. This, in the United States, where rigid economy is so much the order of the day, is likely to make the inclined plane very unpopular.

At Baltimore, however, something is found attractive. The traveller, though pressed for time, at all hazards must visit the port, and is delighted with the beauty of a "schooner," which is building for the purpose of smuggling on the coast of China.

"Every thing was sacrificed to swiftness, and I think she was the most lovely

vessel I ever saw. We visited several yards; and I met with a builder who had a book of draughts of all the fastest sailing schra. built in Baltimore, which had so much puzzled our cruizers during the war. It was the very thing I wanted; but, after an hour spent in entreaty, I could not induce him to part with one leaf of the precious volume. Though provoked at his refusal, I could not help admiring the public spirit which dictated his conduct, for the offer I made him must have been tempting to a person in his station of life."

At Philadelphia, we have an account of *The Pennsylvania*, a three-decker, "which is said by the Americans to be the largest ship in the world." Mr. De Roos, however, says that he believes "her scantling to be very nearly the same as the English ship *Nelson*." He adds, "I was struck with the circumstance of her having a trough of rock silt running fore and aft her keelson, and learned that this application was supposed to possess a chymical property in preserving the wood from decay." In this yard, which is one of the most celebrated in America, there was but little stir, and no small vessels building.

The yard of New York is not much larger than that of Philadelphia, but in a state of far greater activity. I was struck with the confusion and disorder which prevailed in every direction, and was informed that it was in consequence of the preparations for fitting out two ships, the *Brandywine*, 60 gun frigate, and the *Boston*, 20 gun sloop of war (both round sterned,) which were ordered for service. I could not help reflecting, that in Portsmouth dock yard 20 such ships might be fitted for sea without occasioning the smallest appearance of extraordinary exertion."

At New York, only one vessel, a 60 gun frigate, was building; but the author goes on board several that are lying alongside the yard; and his examination leads to a singular discovery; but he shall describe it for himself.

"I next went on board the *Ohio*, a two-decker, carrying 102 guns, which was lying in ordinary, alongside the yard, but not housed over. A more splendid ship I never beheld; she had a poop and guns along her gangways; the guns of her lower deck were mounted, and all her standing rigging was on board; she was well sided, and, like all the American ships, her bows projected aloft; this practice, however, it is intended to discontinue in future, as it is found to render their ships extremely uneasy when at anchor, I was filled with astonishment at the negligence which permitted so fine a ship to remain exposed to the ruinous assaults of so deleterious a climate. She has only been built seven years, and, from want of common attention and care, is already falling rapidly into decay. I afterwards learned that this vessel was an instance of the cunning, I will not call it wisdom, which frequently actuates the policy of the Americans. They fit out one of the finest specimens of their shipbuilding in a most complete and expensive style, commanded by their best officers, and manned with a war-complement of their choicest seamen. She proceeds to cruise in the Mediterranean, where she falls in with the fleets of European powers, exhibits before them her magnificent equipment, displays her various perfections, and leaves them impressed with exaggerated notions of the maritime power of the country which sent her forth. She returns to port, having effected her object; and such is the parsimony of the marine department, that she is denied the common expenses of repair."

The Americans, indeed, seem to care very little about the repair of their ships in general, as far as we may judge from the dock yard at New York.

"I next went on board the *Franklin*, of 86 guns, the deck of which they were employed in tarring; and, although an immense ship, she looked quite small after seeing the *Ohio*. There was another line of battle ship laid up in ordinary, without a poop, (the *Washington*). Neither of these ships were housed over. There were no small vessels building."

At this place the traveller also saw the famous unfinished "steam frigate;" he thinks that if she had been completed, she would still have been a failure.

The following observations upon the system and means of manning the American navy are worthy of attention:—

Here I had an opportunity of observing the extreme difficulty which the Americans experience in manning their navy. A large bounty is offered by the Government to seamen, but it is found inadequate to induce them to enter the service in sufficient numbers. In England; no bounty is given, and sailors are at liberty to select the ship in which they choose to serve. This was found to be impracticable in the U. States, in consequence of the excessive desertion; and it became necessary to fit up the *Fulton* as a

general receiving ship, where men are entered for the service of the navy, and kept under strict surveillance. This vessel is commanded by a captain; and to such straits are they reduced for seamen, that she is completely fitted out for sea, with masts, yards and sails, for the purpose of drilling new recruits from the inland states, and converting them into sailors.

"It happened that while I was in the yard, the officer of the rendezvous bro't up his report. In the course of that day he had procured only two men, one of whom was a landsman, I was assured that he was well satisfied with the wretched acquisition, which surprised me the more, as I was aware that the *Brandywine* and *Boston* were fitting out, and that they were greatly in want of hands. This scarcity of men is by no means confined to their ships of war; American merchantmen are well known to be principally manned by foreign seamen.

The next chapter of the book contains an ingenious essay upon the real present force of the maritime power of the United States, and the probability of its increase. And the author quotes, at considerable length, the pamphlet of Mr. Haliburton on the general strength and value of our colonies. This gentleman, with Mr. De Roos, is distinctly of opinion that the maritime greatness of America, if it be ever to exist, is yet far distant. Her increased population must lessen the facility with which her subjects can maintain themselves on land, before—to any extent at all approaching the force of Great Britain—they will exert themselves at sea:

"It ought not to be taken for granted (as it unfortunately is by many,) that America must inevitably become a great maritime power. Many predict that she will be so, because she possesses a great extent of coast, has the means of supporting an immense population, and abounds in rich production, with which she can carry on an extensive foreign trade."

"But let it be recollected, that France and Spain possess all the advantages which have been enumerated, and yet their united naval force has ever been unequal to overpower that of Great Britain. And to what is it owing that 30,000,000 of Frenchmen, aided by 10,000,000 of Spaniards, are unable to equip and man fleets sufficiently powerful to destroy the navy of an island which does not possess half that population? Principally to this—that the inhabitants of the inland parts of France and Spain, which forms so large a portion of their population, reside in a country which affords them the means of subsistence, without obliging them to seek it abroad, and they are therefore indisposed to encounter the hardships of a seaman's life; whereas Great Britain is every where surrounded by the ocean; the most inland parts of the ocean are not very distant from the sea; and as the productions of the soil would not support a very numerous population, a large proportion of people are compelled to seek their subsistence by engaging in the fisheries, or in the coasting and foreign trade; and it is from this hardy and enterprising portion of her subjects that Great Britain derives the means of establishing and maintaining her superiority upon the ocean.

"Now it is evident that the United States of America, even now, resemble the countries of France and Spain in this particular more than Great Britain; and as their people recede from the ocean and plant themselves in the vallies beyond the Alleghany mountains, the resemblance will be still greater.—By far the greater part of the inhabitants of those distant regions will live and die without ever having placed their feet upon the deck of a ship.

"Let it not then be deemed chimerical to say, that America has no immediate prospect of becoming a great naval power.

"If the confederation of these States continue, they will no doubt become rich and powerful to a degree that may defy all aggression; but it does not follow that they will acquire a naval force that will prove formidable to the Powers of Europe. Germany has been among the most powerful nations of Europe, and Austria and Hungary now produce valuable articles of export; but these countries, from their geographical situations, cannot produce a maritime population. Other nations have therefore become the carriers of their productions, and they have never possessed any power upon the ocean. The inland States of America are precisely in the same situation; and I close these observations by repeating, first, that the sources of the naval power of America must be principally derived from the States of New York and New England; and, secondly, that there will be no great increase of the maritime population of those States until the Western country is fully peopled. When these fertile vallies are all occupied, and

no longer hold out a temptation to the youth of the Atlantic States to remove thither, then they must follow the example of their ancestors in Great Britain; and if the soil of their native country will not yield them a subsistence, they must seek it from the sea which washes its shores. But that day, I think it will be admitted by all, is far distant; ages must elapse before that vast country, through which the Ohio, the Missouri, and the Mississippi roll, will afford no farther room for the enterprising emigrant."

Mr. De Roos is strongly impressed with the importance of our North American colonies; and is induced to believe that "even without the aid of the mother country, they would prove very powerful competitors with the United States upon the sea."

UNITED STATES OF AMERICA,
NORTH-CAROLINA DISTRICT,

To the Marshal of the District, Greeting

WHEREAS, Thomas P. Devereux Esq. Attorney for the U. States hath exhibited a libel or complaint in the District of the United States, for the Pamlico District; stating, alleging and propounding, that Joshua Taylor, Esq. Collector of the Customs for the District of Ocracoke, did, on the 4th day of August, A. D. 1827, seize, arrest, and detain the Schooner Hero, her boat, tackle, and apparel, some Chocolate, pieces of Linen, bags of Coffee, boxes of Claret, and hampers of Champaign Wine: that the cause for seizure was, that the said merchandise was unladen from the Schooner Happy Go Lucky, and put and received into the Schooner Hero. And whereas the Judge of the District Court, for the District aforesaid, hath ordered and directed the Thursday next after the 3d Monday in October next, for all persons concerned to be cited and intimated to appear in the Court House in the town of Newbern and show cause, if any they have, why judgment should not pass as prayed: You are therefore hereby authorized, empowered, and strictly enjoined, peremptorily to cite and admonish the master of said Schooner Hero; and all persons whatsoever having or pretending to have any right, title, interest or claim in or to the said Schooner, libelled against as aforesaid, by publicly affixing this monition on the mainmast of the said Schooner for some time, and by leaving there affixed a true copy thereof: and by all other lawful ways, means and methods whatsoever, whereby this monition may be made most public and notorious, to be and appear at the time and place aforesaid, before the Judge aforesaid, and also to attend upon every session and sessions, to be held there and from thence, until a definitive sentence, shall be read and promulgated in the said business inclusively, if any of them shall think it their duty so to do to hear, abide by and perform all and singular, such judicial acts as are necessary, and by law required to be done and expedited in the premises; and further to do and receive what unto law and justice shall appertain, under the pain of the law and the contempt thereof; the absence and contumacy of them and every of them in any wise notwithstanding. And whatsoever you shall do in the premises, you shall duly certify unto the Judge aforesaid, at the time and place aforesaid, together with these presents.

Witness our said District Court, this Thursday next after the 3d Monday of April, in the year of our Lord, 1827, and in the 11st year of the Independence of the United States of America.

JEREMIA BROWN, Register
Sept. 15, 1827—'95 96.

JUST PUBLISHED,
And for sale at Thomas Watson's Book Store

THE
ORDINANCES

OF THE
COMMISSIONERS
OF THE
TOWN OF NEWBERN.

REVISED AND CORRECTED.
TO WHICH ARE PREFIXED
THE ACTS OF THE
GENERAL ASSEMBLY
FOR THE GOVERNMENT OF SAID TOWN.
Sept 15, 1827.

THE LIFE
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Sep. 16.