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From the Philadelphia Nat. Gazette.

Travels of Lieutenant the Honorable Fred. Fitzgerald de Roos, in the United States.

In all likelihood, our readers have had enough of the blunders and misrepresentations of this exquisite tourist; but we must be permitted to devote another column to his book; because it is, really, of far more importance than its intrinsic character would imply.—The question is—not what the reports of so flippant and prejudiced a coxcomb are worth in themselves,—but how they are received in England,—how they move the British public. We would no more resent them, nor make them subjects of general retaliation on his country, than we would cite with any pride or satisfaction the few complimentary or kind paragraphs which his pages contain. Commendation, or favorable testimony, from such a quarter, is to be despised equally with false judgments and slanderous anecdotes. Nevertheless, the effect of the latter upon the feelings and opinions of a people towards whom the United States stand in a peculiar relation of the highest and most varied consequence, is not to be contemned nor overlooked. And that they do produce a deep and sinister impression, cannot be doubted by those, who are aware of the predispositions of the British nation, and have occasion to inspect the principal London journals, the sources from which her prevailing notions and sentiments are chiefly derived.

Most of the Reviews and Gazettes have seized with avidity upon the Hon. Frederick de Roos's statements:—they treat him with signal distinction and deference,—they multiply quotations from him, significantly entitled *American Taste*, *American Travelling*, *American Fashion*, &c. Picked stories and representations, such as those of which we have furnished some samples in our preceding articles, abound in the London papers, and circulate rapidly throughout the British empire. From the monarch to the beggar,—from the coteries of the Lieutenant's high-born relatives and other connexions, down to the race of the Ramsbottoms and Willoughby Scraggesses—much complacency for themselves and sovereign disdain or pity for the vulgar American republicans, are felt, as his pages are glanced at, or when the extracts in the periodical publications fall under the patrician or cockney eye. It is, indeed, lamentable, and we sincerely deplore the circumstance,—though not primarily for the sake of the United States,—that a people, generally so enlightened, and honourable as the British, so exalted by their institutions and arts, and with a power we may say of peace and war, unexampled and unrivalled, and therefore requiring for its guidance clear views and liberal temper,—should be at all liable to be swayed or influenced,—to be spirited to selfish exultation and ostentatious scorn, against a kindred country like this Union, by the contents of such a book as the present—a wretched medley of presumption, folly, prejudice, and genuine cockneyism, in which nothing is absolutely exact, and almost every thing either preposterously awry or utterly fictitious. Yet so it is:—the flying and bounding young tourist may boast hereafter, of having confirmed even the British ministry in that invidious and unfriendly policy, which is so justly and opportunely explained in the letter from London, recently published in the American papers.—He has roused and exhilarated the London political writers; he has edified and delighted the Admiralty Board; he will have, perhaps, encouraged and stimulated Mr. Huskisson, the ship-owners, and the whole body of commercial statesmen in the Parliament.

The last sentence of this wonderful traveller, is what has created the strongest and most gratifying sensation in the British metropolis. "My humble *lucubrations*," says he, "were directed, during my tour, mostly to points connected with my own profession; and I took my leave of America, with the satisfactory conviction that the naval strength of the United States has been greatly exaggerated—that they have neither the power nor the inclination to cope with Great Britain in maritime warfare—far less to dispute with her the Dominion of the Seas." These are the conclusions which have been reechoed with a sort of joy, as remarkable or odd, as the surprise with which they appear to have been perceived. Respecting the London newspapers, we must be content merely to refer for proof of this effect, to their columns; but with regard to the literary and political journals, monthly and hebdomadal, we shall proceed to adduce some evidence, taking the three most eminent & widely current.

The N. W. Monthly Magazine.—Setting aside all other advantages,

that are likely to accrue from the mental improvement of these times, one benefit has certainly been derived from it. The dandy has discovered that his merits must rest upon something less frail than the establishment of a good tie, and the whiskered tiger of London must begin to find that the ladies look for something more about his head than the load of rancid oil with which it has hitherto been besmeared. No, no, a new era is arrived. The "march of intellect" is the drill for the men of fashion of the present day; and we have in the van of the squad some scions of the first blood in the land. One young nobleman is nearly the first political writer in the kingdom; a second is the author of one of the best novels of the day; a third has published his travels in Asia; and a fourth gives us a "Personal Narrative"—on the state of America. Need we mention the name of the last mentioned author?—it is Mr. de Roos. But it is time that he should speak for himself: we shall, therefore, quote one of his observations on American Society; first observing, that while the commercial traveller has usually delighted to show the vulgarity and *gaucherie* of our American brethren, the high bred Englishman has spoken of their manners with the good feeling and tact of a man of the world.

"The work displays throughout clear views of statistics, humorous and able powers of description and a habit of discrimination than an older head than the author's might be proud of owning; but we are pressed for room, and must refer the reader to the original for several highly characteristic sketches of American society: for a description of a night at an inn, equal to Roderick Random for incident; and for some highly picturesque sketches of the Falls of Niagara. We have only to desire the reader to take warning by ourselves, not to be led away by the fascination of the "Personal Narrative," but to attend to the principal objects which the author has in view—objects highly honourable to his feelings as a British sailor—that of removing the bugbear of American naval aggression: and of showing, by a plain unanswerable statement of facts, the superiority of the British flag over the striped ensign of the United States."

The London Literary Gazette:—"Much has been said in praise of the powers of steam; but we do not remember to have seen it remarked how importantly these powers are addressed to the promotion of literature, independently of the steam engine printing, to which we are so especially indebted. Here, however, we have an example of the essential benefits which letters may receive from this new impulse; for had it not been for steam-boats, the gallant officer before our critical tribunal could never have employed a short month's leave of absence from Halifax in travelling two thousand miles over America, and publishing a volume on the subject:—"Having such a pattern of celerity in our eye, we too will shew how rapidly we can move; for we will review the book within six hours of its having been printed, and in one day its character and merits shall by this single sheet of ours, be known to many thousand readers, and within a week all over the continent, and very speedily in America itself, in Asia, Africa, Australasia, and in every other quarter of the habitable globe."

"We said that our extracts were the most interesting for general readers; and we made the exception because certainly the most important part of the volume is the details and observations respecting the dock yards, navy, and maritime power of the United States. With the tact of a good sailor, Mr. de Roos acquired and communicates much valuable information on this subject; but as it does not fall very strongly within the scope of the *Literary Gazette*, we shall beg leave to refer naval readers and the public to the volume itself; and content ourselves with the gratifying conclusion drawn from the whole—that the force of the American Navy has been much exaggerated, and that there is nothing on that side of the Atlantic to raise a question on Britain's continuing to rule the waves. A number of lithographic prints illustrate and adorn the work, which is altogether highly creditable to the zeal and abilities of a young officer."

Bell's Weekly Messenger.—"It must be admitted, in justice to those who have presided at the Admiralty for the last fifteen years, that the British Navy was committed to the present Lord High Admiral in the most formidable and perfect state of equipment. Its machinery for nautical purposes, as well as for every warlike operation, had reached the highest pitch of excellence, and the discipline of the men and of the officers, —the latter now most conspicuously en-

couraged for skill in navigation as well as for other accomplishments of their profession, had left almost nothing to hope for in this branch of the public service. It would seem, indeed, that in the event of another war, we were only required to unyoke this navy to drive every thing from the face of the sea before it, and to sweep the ocean as with a broom at our mast head; there being nothing either in the navy of other countries, or in the combined fleets of the world, capable of looking us in the face.

"To the truth of this latter remark a strong confirmation has been lent by the travels of Mr. De Roos, who has lately visited the United States, and examined with great solicitude their naval arsenals and strength. We were always told that it was from this quarter the most fearful opposition was to be dreaded, and that in the new world a maritime rival would be found capable of extinguishing the Navy of the mother country. But what has been the result of inquiry? The actual maritime force of America, though not contemptible, is very small indeed. It does not amount, in line-of-battle ships, to ten men of war; and in frigates, cutters, and sloops, it does not exceed thirty sail. And to man this navy according to the report of the traveller of whose work we are speaking, would cause an incalculable difficulty to the government of the United States. No press laws are suffered to exist in that country; the service, therefore, is the service of volunteers; and to entice men into it, with all the competition of the mercantile service, and the temptation of employment and independence in the coasting and fishing trade, is one of the hardest problems which this government has to solve. It is found, indeed, to be almost impracticable. There can be no family partnership or joint-stock society in a man-of-war, as there is on board an American trading brig. In a ship, absolute dominion and unreluctant discipline must prevail. But the stubbornness of the republican temper, and the humorous whims of a native American, will not endure these compliances; consequently, the American navy is mostly manned with foreign seamen, and amongst them, to our dishonour and reproach in the last war, the most numerous and formidable race of foreign seamen were found to be British sailors."

The two first journals thus quoted are deemed quite friendly to our Republic; the last is usually marked by moderation, good sense and knowledge.—But they have all forgotten the real history of the last war, or adopted only the thrice retold falsehoods of the Grub-street annalists. It would perhaps, be too much to expect from any people; yet it would, unquestionably, be more consistent with true elevation and generosity of character, with the professions of one large description of British writers and politicians towards these United States, and with the ties and sympathies which individuate the correlative situation of the American and British nations—if, instead of exultation and contumely over the newly detected insignificance of the American maritime resources, regret were felt and expressed, because of those precious bonds and affinities to which we have just adverted, and of the deep concern which all the friends of political and civil liberty have in the general prosperity of a people, relying, as we do, upon free, popular institutions as their chief strength & good. We do not mean to hint that the British should desire our naval preparations and means to be so extensive as that we might soon, or at any time, dispute with them their boasted and cherished "Dominion of the Seas," but we think that it would become them to wish this Republic strong on the ocean either as a suitable antagonist for their magnificent power and prowess, or a natural auxiliary against the combined forces of the continental despots with which they may have to struggle in defence of their supremacy or equality and the principles and forms of their mixed constitution. At all events, it behoves the American government and people to note the signs of the times in the course and spirit of the British cabinet and nation; to endeavor to remedy or supply without delay what even such critics as Lieutenant de Roos may rightly proclaim to be unskilful, improvident, or defective in their naval system; and to vindicate the following favorable remarks which he made at Washington, as ignorantly indeed and as much at haphazard as any of his sorry strictures.

"It must not be supposed that the spirit of party or disputes of local interest, have broken or impaired the great compact which binds the Americans together.—The slightest symptom of danger to their "Union," whether arising from internal disaffection or foreign aggression, instantly tightens the social cord, and diffuses a high feeling of patriotism throughout the vast community."

ANTARCTIC EXPEDITION.

It affords us pleasure in being able to state to the public, but more particularly to the friends and patrons of this enterprise, that final arrangements have, at length, been made for the construction of a vessel, especially suited to the rugged service of a polar expedition.

The vessel will be built of the most durable materials, and will embrace many of the improvements, suggested by the British in their late voyages to the N. W. and at present to the north.

The artificer is Mr. James Beacham, of this city, whose reputation as a naval architect, stands deservedly among the first in the United States or in any other country. The expedition will not sail until early in the coming season. This delay has been unavoidable; occasioned in part, by a protracted indisposition of the undersigned; but more particularly by the extensive labors necessary to be performed, in getting up such an enterprise.

The expenses of the voyage, heavy as they must be, are now brought within narrow limits. We have it in our power, at any moment, to show to the satisfaction of any individual, that including the patronage of the Navy Department—the whole amount necessary to furnish the expedition in instruments, armament, provisions, clothing and pay, for a well chosen crew of seamen, and able and experienced officers, with every necessary comfort and convenience, is not now a matter of contingency, but embracing, as it does, a large proportion of the whole expense, is at this time in readiness.

That the principle upon which the Secretary of the Navy will aid in the promotion of this voyage may not be misunderstood, we give as illustrative, the subjoined statement, submitted during the last session, when the subject was before the House of Representatives of the United States:—"Gentlemen—I beg leave, succinctly to state the case now before you as a select committee in relation to a voyage of discovery. The memorial is most respectfully sustained by a resolution of the House of Delegates of Maryland, and by the Governor of Pennsylvania, and by near one hundred members of the State Legislature. By the Governor and other citizens of Ohio. You will also find memorials from the State of N. York, Pennsylvania, Delaware, Virginia and Maryland, Ohio &c. of the most respectable character. Presuming that the memorial, from the number and respectability of those who signed it, is deserving of the most courteous consideration, I proceed, in the second place, to remark, that the objects of the memorialists will be promoted by a simple reference, of the whole subject to the Secretary of the Navy with a view, that, if an expedition be undertaken, in part, by individual means, it may receive the protection and aid of the Department, so far as is consistent with the general interest of the service, without increasing the expenses of it. The Memorialists wish a reference for the following reasons:—"

1st. The expeditions hitherto fitted out have not all returned because it was impracticable to proceed further.

2d. Those who have gone furthest have, in more than one instance, put back with an open sea before them.

3d. The experience acquired by preceding attempts would enable and expedition to go to sea at this time, prepared to avoid many of the obstacles heretofore encountered.

4th. As far as explorers have yet gone north or south, human inhabitants, land marine animals, have been found.

5th. Our officers are brave and persevering, and our seamen among the most hardy and adventurous on earth.

6th. The history of maritime expeditions abundantly prove that successful adventure, in high latitudes, depend rather upon small, strong, and comfortable barks, with a well chosen and determined crew, than upon large vessels, with splendid and costly outfits.

7th. All these circumstances combined, justify us in believing, that an expedition undertaken at this time, strictly with a view to the improvement of science, collect interesting facts in natural history; open new channels for commercial enterprise in animal furs and oil, could scarcely fail in adding something to the stock of general knowledge, and to the honor and glory of the United States.

8th. It is confidently believed that, with the protection of the Department, hundreds of the most distinguished citizens of our country will encourage the enterprise; this joined to the means already tangible, will give strength and character to the expedition.

9th. To refuse a reference, is to discourage the spirit of enterprise of our citizens. To refer it, is, perhaps, the most unexceptionable method by which such adventures can be encouraged, as it

cannot interfere with the powers assumed or denied, as belonging to the General Government.

Respectfully, I am, your's, &c.
J. N. R."

The committee, reported in favor of a reference to the Secretary, and the report was concurred in by the House. The memorials being thus referred, become a matter of record in the Department,—and we do not speak invidiously in saying, the Secretary will extend the patronage of his department, in accordance, with the spirit of the reference made to him.

What then remains to be accomplished? Two vessels are desirable, the one will secure the enterprise, and for that one, arrangements are now made; predicated on the encouragement already proffered by individual patronage, and on the firm belief, that from the friends of science, the liberal and the wealthy, the remaining and comparatively small amount can be procured. The extent of our labours is now defined, we know what remains to be accomplished, and shall advance with steadiness to the completion of the work. Humble as our labors have been, we have received too much encouragement and overcome too many difficulties to give up the ship at this time. We do not at all despair, being able to procure a second vessel, at least one of a smaller size, to be used as a tender.

We know there are some, who consider a certain expense should never be incurred, on a probable result—of course their aid will be withheld.—We know also that there may be those who consider the whole enterprise, utopian in its character, so do many consider and pronounce the Ohio and Baltimore Rail Road, and yet to just such wild schemes as those, are we indebted, for nearly every thing valuable in society. We entertain no extravagant views, or visionary speculations;—we mean, nothing but a plan practical expedition, in character, precisely such, as those undertaken by England, France, Russia, and other enlightened nations of Europe. Can any say the labors of Franklin and Parry have not enlarged the boundaries of human knowledge, added greatly to the value of the British fisheries, and thrown a new splendor around the nautical glories of their country? Can it be deemed unworthy the citizens of this country, to engage in labors, similar to those, which have reflected so much honor and profit, on other nations? Who will dare say, if it is a matter of no interest to extend our researches into the immense and unknown regions of the South? Can there be stronger motives, to enkindle the fire of enthusiasm, in the breast of the adventurous? Need there be stronger reasons, to secure a friendly co-operation & prompt encouragement from our fellow citizens, than a knowledge of the facts, that recent attempts have clearly shown, that the ice, rugged as it is, does not present an impassable barrier to a further advance towards the South Pole,—that every new island discovered in high Southern latitudes is to a certain extent a treasure, in animal furs—that there are more than a million and a half of square miles, which have never been explored, and a coast of more than three hundred degrees of longitude in which the Antarctic circle has never been approached?

J. N. REYNOLDS.

P. S. We have ascertained that we can procure a vessel in the city of New-York on terms about the same as in this city—and deem it proper to remark, that we have reserved in our contract with Mr. Beacham, the privilege for a short time, to make the selection, and consider it proper, that we should be governed, in part, by the relative encouragement given in the two places.

The vessel will bear the name of the City in which it is built.

Polite Accomplishment.—The manufacture of lace in this country is rapidly increasing, and affords a new and profitable species of employment to a part of our population generally excluded by custom from many branches of business carried on by the same in other countries. We have heard of the manufactory in Newport, R. I. which employs 200 females. At Newburyport, where a school has been established, 90 young ladies are already engaged in learning the business. The federal street Lace Academy, in this city, under the care of the Misses Johnson, we have before taken occasion to notice; but their regulations are different from the others, and their numbers are consequently much smaller. We believe the work executed at this school, has a decided preference over any other in the vicinity.—Boston Traveller.

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for sale by WM. W. CLARK.