

(From the New York Morning Courier.)

The London Quarterly Review for January, contains a long article on the United States, which, while it savours strongly of the Reviews that have from time to time appeared in relation to this country, contains some passages that approach nearer to impartiality than we have been in the habit of seeing from the other side of the Atlantic.

The article in question purports to be a review of "Lieut. the Hon. Fred. Fitzgerald De Roos' Travels in the U. S."—and of a late work, entitled "North America and the United States as they are."

Both of these works are very hastily dispatched, when the reviewer proceeds to give his opinion of this country. The opinion entertained of the Hon. Mr. De Roos may be gathered from the following extract:

"Mr. De Roos, in his dedication to the Lord High Admiral, tells his Royal Highness that 'many of the observations which his book contains, have reference to the maritime interests of Great Britain and the United States.' After reading this promise, we were somewhat disappointed with the performance of the honourable lieutenant. In truth, it is but little that we have been able to glean from him on these points; and we must, therefore, have recourse to other sources of information."

Of "North America and the United States as they are," the following general remark is made:

"We must premise that this German work abounds in personality, and is, for the most part, offensively personal to those who hold, or have lately held, offices of state; and though the author knows something of America, we pay very little deference to any of his statements or opinions."

The remarks that follow, appear to be made without any reference to either of the above works:

"The United States of North America, looking at them 'as they are,' may be considered as a prodigy, to which we should in vain seek for any parallel in the history of nations—an infant in years, a giant in size and strength, and in intellect an adult; yet this precocious adolescence is neither unnatural, nor even difficult to be accounted for. The people who first conceived the idea of plantations in North America, were Englishmen of the highest and most enlightened characters, whose adventurous companions, under the fostering care of an anxious parent, after the disasters of a few years, rose suddenly, like the dragon's teeth sown by Cadmus, into full grown men; not however armed, like these, with weapons for their own destruction, but with the strength, vigour, and intelligence of the parent state.—Such a race of men were well calculated to overcome all difficulties; and many and serious were the difficulties they had to conquer, before they obtained, from the rightful owners, possession of a country, equal, in many respects, and superior in some, to that which sent them forth.

"Taking the extent of territory comprehended within the United Provinces, and their dependencies, as stated by the Americans themselves, it is in mean length 2500, and in mean breadth 830 miles, constituting an area of 2,706,416 square miles, or 1,328,896,000 acres; or, to compare it with an object of the same kind, more generally known, it is equal in surface nearly to Europe. The natural features of this stupendous territory, are on a scale of corresponding grandeur. Immense plains, skirted by interminable forests—mountains surpassing only on the sister continent of South America—rivers of the first magnitude stretching their innumerable branches in all directions, imparting luxuriant verdure to the valleys through which they flow—lakes that are, in fact, mighty seas of fresh water—make up the outline of this magnificent country. The soil, of course, is found in every variety of quality, and the extremes of the latitude show that the climate is calculated for the products of the torrid, as well as those of the temperate region. That the climate, in many places, is not congenial with the human constitution, can arise only from the uncleared and undrained state of the lands in those parts; and such partial evil will necessarily decrease with the increasing density of the population."

In the following extract, the reviewer appears to have lost sight of the candour that prompted the preceding remarks. He must have forgotten the number of General Packenham's troops, and their fate, as also the reception which a portion of the Waterloo troops met with on the northern frontier:

"A republican dominion of this extent, to say nothing of the mixed character of those who compose it, is an anomaly in the history of governments; its mere existence being so contrary to all elder experience, its permanency, as an united government, for any great length of time, has become a matter for speculation, and is considered by many as exceedingly doubtful. The confederacy, it is well known, was on the very verge of being dissolved, when, at the conclusion of the late general war, from a generous feeling, and we must say, an heroic spirit of forgiveness, England held out favourable terms of peace; what England might at that time have done most justly, she could have done, with all imaginable ease—namely, crushed the whole fabric of the federal government, already tottering through the disaffection of the eastern states. Ten thousand of the men that had fought at

Waterloo, would have marched through North America; but the world was already gladdened with war; and, instead of pursuing the revenge of past injuries, England had the magnanimity to offer the olive branch to her only remaining and feeble enemy. The consequence to America was, that the government was strengthened, and the remote western provinces more firmly united than they had ever been with the eastern and the southern.

"The great improvements that are now in progress, may be dated from this event, so honourable to England, and so advantageous to America. The new and extensive lines of communication now forming, and in parts completed, by means of roads and canals, have opened intercourse between the eastern and the western states, which has tended more than any thing else to establish close and friendly relations throughout the union. In every part of this extensive country, these kind of improvements are in progress.

"The great western, or Erie canal, is unquestionably the most important of the many that have been contemplated since the conclusion of the war. It is an undertaking that reflects the highest credit on the enterprise and public spirit of the state of New-York, which planned and executed it at its own proper expense; which carried it on not only without the aid, but with every discouragement on the part of the general government; and which has the merit of having conducted this work under the guidance of native engineers—a work that, in many respects, may vie with the first of a similar description in Europe. This great water communication, which opens an intercourse between the first commercial city of the republic and Lake Erie, over a line of country five hundred and thirteen miles in extent, cannot fail to be a source of wealth and prosperity, not only to those who have supported the measure, but to every part of the union through which it is carried. In fact, the advantage of such a canal had at an early period been so obvious, that the Americans, who, although cautious, are an adventurous people, could only have been deterred from commencing it long ago, by want of capital. Several enlightened citizens, before even the time of Washington, had suggested the advantage of connecting the western country by a water communication with the Hudson; and Washington himself was strongly impressed with the policy of going still further, and opening a communication by water between the Potomac and the Ohio. He saw the danger that was likely to arise from the spread of the people to the westward, if the republic were left without the means of establishing a close and ready intimacy between the western establishments and the old eastern states: he thought it very likely that the former, from their position, might be disposed to throw themselves, on the one hand, into the arms of the British in Canada, and establish a commercial intercourse, which would give them the navigation of the St. Lawrence; or else, on the other hand, form a connexion with Spain, in order to enjoy the free navigation of the Mississippi.

"The water communication opened by the great western canal, will raise the prosperity of New-York far above that of any state in the Union, and in proportion will depress that of Virginia, which so long held the lead, and out of whose tobacco hogsheads so many republican sovereigns and senators have sprung.—Other states have now discovered that they can grow tobacco as well as Virginia, and her four hundred thousand slaves, nearly the half of her population, are become little better than a dead weight upon her.

"The improvement and extension of the public roads, are keeping pace with, and are not inferior in utility to these magnificent exertions in the department of canals. From every great town, well-made Macadamized roads branch out in every direction. In Pennsylvania alone, it is said that there are not less than two thousand miles of good turnpike road.—In Virginia, they have a regular board of works, which superintends the constructions of roads, canals and bridges.—From Baltimore, turnpike roads lead to every part of the republic; and an iron rail-road is constructing from that city to the Ohio. In short, by means of canals and roads, the internal commerce of the United States, has of late years received, and is continuing to receive, facilities, which will add to the Union a degree of strength & consistency that would by no other means have been imparted. By means of those facilities, her exports in the year 1825, the growth, produce and manufacture of the United States, amounted to 66,944,745 dollars; and those of foreign countries, to 35,290,643 dollars; making a total of 99,535,388 dollars—a branch of commerce which, in 1814, when the States were at war with England, was reduced to the low ebb of 6,927,441 dollars; a degree of diminution which ought to weigh well with the Americans, before they again rush into a war with Great Britain. The American land-holders, who are nine-tenths of the nation, have no rents but what they derive from foreign countries; there are no such things among them as farms let out on lease for money-rents: it follows, that where so large a portion of the community is employed in raising

the same articles of consumption, such products have scarcely any exchangeable value at home, and any check, therefore, to their export trade, is more severely felt than in an old and full peopled country. In England, the land-holder, for obvious reasons, is a gainer by war.

"It is the obvious policy of the governing powers of a country like that we have been describing, to cultivate peace and amity with all the world; and this desire is always strongly professed in the messages of the President. In their diplomatic intercourse with European states, however—(we make the remark with much pain and regret; they are generally prepared to start so many points of controversy, to put forward so many unfounded claims and extravagant pretensions—many of them so contrary to the established law of nations—their self-interests so predominating a feature, and pursued with so much urgency and perseverance, without the least regard for mutual concession and mutual accommodation, that the word reciprocity would seem to be banished from their diplomatic code. Under an affectation of humility and republican simplicity, no absolute monarchy can be, in point of fact, more ostentatious and vain-glorious than the government of the U. States.—A cold, calculating tone of argumentation marks all their official intercourse with foreign nations. Perhaps it would be deemed inconsistent with stern republican independence, were the President or his Ambassador guilty of any of those little acts of courtesy and mutual civility, which subsists in the diplomatic intercourse between the organs of the monarchical governments of Europe.

"England, more than any other power, has experienced this rigid and exacting temper on the part of the U. States, even since that precious treaty of Ghent, which gave to them all that they asked and much more than they had any right to expect. Not contented with this, the republic has since put forth claims of the most unreasonable nature; and in the discussions that have taken place, evinced a litigious disposition on points that can scarcely fail, sooner or later, to bring the two nations into collision: we mean such points as Great Britain never can concede, and which can have no other object, if persevered in, than to serve as so many pretexts to join the enemy against us, in any future war, as she did in the last. The following are a few among the many subjects to which we allude:

1. A new code of maritime law.
2. The settlement of a boundary line.
3. The claim to the Columbia river.
4. The free and uninterrupted navigation of the St. Lawrence.

SKETCHES OF PERSIA, 1828.

New-York: sold by E. Bliss, 128 Broadway.

Of late, Persia has become a country towards which we look with interest and expectation. She has slept her long sleep of obscurity and insignificance while the light of prosperity and power has shone upon regions that were rude wastes when the throne of Cambyses was the proudest of the East. A happy day seems to be dawning once more upon Persia, and the Prince Abbas Muzza appears to be the agent appointed by destiny, to raise his country to a respectable rank amongst the nations. His armies have lately dared to cope with those of the Czar, and although worsted in the contest, the mere fact of Persia's presuming to compete with Russia, shows a revival of spirit which augurs the happiest consequences.

The "Sketches of Persia" form an amusing and entertaining volume—they present a pleasing picture of the peculiar manners and customs of the country, some of which are curious enough. The Persians are a very formal and ceremonious set—particularly their nobles, who are complete Sir Charles Grandisons of the East. One of our Kentucky-men would make sad work amongst them, and create more commotion in half an hour than he could ally in half a century. We should like to see a thorough-going Kentucky hunter taking his coffee with a Persian grandee. If the latter receives a visitor of superior rank he presents him with coffee & a pipe, without presuming to partake until commanded; if an equal, he exchanges pipes, presents a cup, and takes the next himself;—if an inferior, he lets him smoke his own pipe, takes the first cup himself, and then a servant presents one to the guest. A Persian nobleman would have his heart broken in six hours, if he were travelling in some parts of our own good state of New-York, where the landlord makes it a point to moisten his clay with the first pull at the glass of punch called for by the traveller.

The equanimity of the Persian depends upon coffee and pipes! Gentle, refined, and civilized reader, be not in too great haste to laugh at the childishness of the descendants of the warlike Cyrus; pray how stands the case with regard to your own equanimity? Are you not discomposed, if you receive a careless nod from a man to whom you have raised your hat most respectfully? Do you not get into a passion, if the left hand of an acquaintance is advanced to grasp your extended right hand? Nay more, do you not grumble for a week, if you shake hands with a man who is too lazy to pull off his glove? If you are disposed to

laugh at the coffee and pipes of the Persian, think of the influence which *fan and leather* exert over your feelings, and keep your mouth shut. In some parts of Africa, one colored gentleman salutes another by snapping his thumb and forefinger at him—the polished white man laughs at so ludicrous a fashion; might not Coffee, with equal propriety, show his ivory, when he sees the white man touch his hat by way of salutation?

In Europe, all persons, male and female, must walk backwards out of the presence of royalty—a ceremony which sometimes occasions mishaps. A young lady turned a somerset some few years ago in the presence of the majesty and nobility of England, and the marquis of Anglesea's horse (at the coronation of George 4th) showed his decided opinion that it was inconsistent with "the invariable rule of right and the everlasting fitness of things" for a gallant war-steed to back out, even from the Royal presence. At the Persian Court, the nobles show their respect for their monarch, by not presuming to touch the sacred carpet on which his imperial body is seated. In Europe, the subject falls into raptures on being permitted to kiss the king's hand—in Persia, the subject is highly favored by the permission to put his toe on the royal carpet. The Persian custom has our decided preference—we should have no objection to kissing the hand of a queen, or a princess, but we would rather be excused from paying the same respect to king or president, even to old Hickory himself.

The New York Post of Wednesday says: "In the packet ship Birmingham, which sailed yesterday for Liverpool, Mr. Sparks the able and learned Editor of the North American Review, was a passenger. The object of Mr. Sparks in visiting Europe, is, we understand, to collect certain papers, and consult certain documents supposed to be of great interest and importance, either illustrative of the life and character of Washington, or otherwise connected with the history of the United States. Some valuable documents relative to the history of our country, immediately before the revolution, are expected to be found among the papers of those official persons who owed their appointment to the British government, and who retired to that country at an early part of the struggle. The correspondence of the British Generals may also be expected to throw light upon the history of the revolution, and upon the movements of our own armies. Mr. Sparks, we understand, intends to pass over to France before his return, for the sake of collecting such historical materials as may be obtained in that country, and to devote himself without intermission to the object of his voyage until his return. Important and valuable results may be expected from his labors."

The ship Maria, whose arrival we announce this day, from the Pacific Ocean is probably the oldest vessel now employed in the whaling business. She was built at Pembroke, in this state, during the revolutionary war, and was intended for a privateer, but was purchased by the venerable William Rutch, of this town, for a more Pacific purpose, by whom she was transferred to Mr. Samuel Rodman, the present owner. Her register is dated 1732. She has performed four voyages to London, three to the coast of Brazil, one to the Indian Ocean, one to the Falkland Islands, and fifteen to the Pacific Ocean. She has doubled Cape Horn thirty times, and the Cape of Good Hope twice, and has never met with an accident of sufficient importance to justify a call on those by whom she was insured. She was the first vessel which displayed the American STARS AND STRIPES in the port of London. Although she has been delivering her owners rich cargoes for 46 years, she is still a substantial vessel, and may yet deliver many more.

Bedford Courier

Hints to Gourmands.—Of the cause of indigestion, the most numerous by far is over-feeding—and although I have already said enough, and more than enough, perhaps, to convince the reader that I am no convert to, or partizan of, those principles of dietetic severity which have recently fallen into vogue, which demand that "the scales shall regulate the quantity of ingesta, and which would that even moderately to satisfy the calls of appetite is to open the flood gates of disease upon our devoted frame." I do not think that the habits of mankind are, for the most part, beyond the just maximum in point of quantity of aliment; and I feel fully assured, that the dyspeptic can never expect to gain relief from his uneasy feelings by any medical course, until he rigidly and steadily adheres to the great sateety, or conscious sensation, to which I have already had occasion more than once to advert. He must not look into books of diet, and try to compound with his inclinations by selecting those materials which are said to be the least injurious—just as the religionist of fear, and forms and ceremonies, places so many prayers and so much fasting against a certain quantum or kind of sin; but he must set resolutely and radically to the work of reformation, and obey the dictates of his "conscious sensation," in the same spirit that the reli-

gious and consistent moralist listens to the dictates of principle and complies with the demands of conscience.

Treatise on Indigestion.

Mr. Nathaniel Marston of Maine, has published Miss Sabrina Baster for **ZITTING** him in consequence of receiving overtures from a young gentleman, who, she had reason to believe, possessed more of the "ONE THING NEEDFUL." He says, "a few weeks since, unknown to me, she received an offer from a young man, who had a little more CASH than I could command, and on my arrival, I found that he, or his CASH had, supplanted me in her AFFECTIONS! I warn all young men against being caught in such an evil net; congratulating myself however, on thus escaping, with a little mortification, and the loss of a few days' time, the matrimonial bands with which I should soon have been bound by the perfidious COQUET."

Craven County Jockey Club RACES.

ON Thursday, the 1st of May next, the Craven County Jockey Club Races will commence over their course, in three miles of Newbern, and continue three days.

Thursday, the first day's race, will be two mile heats for a Jockey Club purse of \$120, free for any horse, mare, or gelding.

Friday, the second day's race, will be one mile heats for a Jockey Club purse of \$100, free for any horse, mare, or gelding, except the winning horse of the first day's race.

Saturday, the third day's race, will be one mile heats for the proprietors' purse of \$100, free for any horse, mare, or gelding, except the winning horses of the first and second day's races.

We anticipate that our races will be more than usually interesting, as a number of fine horses from other counties are expected at the races.

JOHN GILDERSLIEVE, Secretary.

April 12, 1828—'24 25.

NOTICE.

THE Copartnership heretofore existing under the firm of E. S. BELL & MORGAN, was this day dissolved by mutual consent. The business will in future be transacted by the subscriber, who requests all persons having claims against the late firm, to present them to him for settlement.

ELIJAH S. BELL.

Fort-Macon, March 27, 1828—'24 27.

STOLEN.

OR escaped from the stable of Mrs. Conner, in Trenton, on the night of the 20th March last, my horse Red Buck. He is about 12 years old, 16 1/2 hands high, well made, bright sorrel, blaze in the face, thin mane and tail, good and quick action. I will liberally reward any person that will take up said horse so that I get him.

N. L. MITCHELL.

Onslow co. April 5, 1828—'24.

Dr. Robert Cannon Bond,

HAVING located himself in Newbern, respectfully offers his professional services to the inhabitants of the town and the adjacent country. He may be found at Mrs. Hart's boarding house.

April 12, 1828—'24.

PRICES CURRENT.

Newbern, April 12, 1828.

Articles.	Per D. C.	D. C.
Bacon, lb.	6	7
Beef,	4	
Butter,	12	18
Bees Wax,	28	
Bread—Navy 100 lbs.	3 25	3 25
Pilot	4 50	4 50
Crackers 100 lbs.	6 50	6 50
Brandy, French, gall.	1 50	1 75
Apple,	40	50
Peach,	75	90
Corn, bbl.	1 75	2 00
Cotton, 100 lb.	8	9
Coffee, lb.	18	
Cordage, 100 lb.	14	15
Candles, lb.	15	
Flour, bb.	6 50	
Flaxseed, bush	20	20
Feathers, lb	35	40
Gun, Holland, gall.	1 00	1 25
Country,	45	50
Glass 10 by 12, 50 ft	5 00	
8 by 10	3 50	4 50
Iron, Pig, lb none	00 00	00 00
country, Bar,	5	6
Russia,	6	
Swedes,	6	8
Nail Rods,	7	8
Castings,	5	
Lumber—Flooring M ft	14 00	15 00
Inch Boards,	12	
Square Timber,	18 00	20 00
Pine Scantling,	8 00	10 00
Shingles, 22 inch, 1000,	1 25	1 50
Staves, w. o. hhd.	16 00	18 00
do. red oak do.	8	10
do. white oak, bbl	7 00	
Heading, w. o. hhd	17 00	20 00
Lard, lb	7	8
Lead, bar, cwt	10 00	
white, dry,	16 00	
ground in oil,	16 00	17 00
Leather, soal lb	20	27
upper,	2 00	3 00
Meal, bush	50	60
Molasses gall	29	32
Oil, Castor, bottle,	1 00	1 25
Linsseed, gall	1	
Fish,	30	50
Naval Stores, Tar, bbl	75	1 00
Pitch,	1 00	
Rosin,	1 00	1 25
Turpentine,	1 40	
Spirits do.	1 40	
Pork, cargo bbl	10 00	
Mess	13	
Peas, black eyed bush	60	76
Rice, cwt	3	3 25
Rum, Jamaica gall	90	1 00
W. I.	85	90
American,	40	45
Salt, T. I bush	60	
Fine	65	
Sugar, Loaf lb	23	23
Lump	18	20
Brown 100 lb	9	10
Havana, White none		
Steel Blistered, lb	10	12
German,	18	
Tallow,	10	
Wine, Madeira gall	3	3 7
Teneriffe	1 60	1 5
Sherry	9	9 20