

THE SENTINEL.

NEWBERN: SATURDAY, MAY 9, 1829.

We are authorized to state that NATHANIEL SMITH, Esq. is a candidate to represent this county in the House of Commons of the next General Assembly.

APPOINTMENTS

By the President of the United States since the adjournment of the Senate.

- Pierce A. Barker, collector of the Customs for the district, and inspector of the revenue for the port of Buffalo Creek. John Pemberton, naval officer for the port of Philadelphia. William H. Hurst, receiver of public moneys at Jeffersonville, Indiana. William Duncan, surveyor and inspector for the port of Philadelphia. David Henshaw, collector of Boston and Charleston. Lemuel Williams, collector and inspector of New Bedford. John P. Boyd, naval officer, Boston. John P. Decatur, collector of Portsmouth, New Hampshire. Thomas R. Johnson, collector and inspector of St. Mary's, Maryland. A. S. Thurston, collector and inspector, Key West. William Baldwin, surveyor and inspector, New Haven. Dabney S. Carr, naval officer, Baltimore. Joseph R. Larwill, receiver of public moneys at Tiffin, Ohio. Joseph S. Lake, register of the land office at Wooster, Ohio. Thomas Hood, register of the land office at Zanesville. David C. Skinner, receiver of public moneys at Marietta. John D. Wolverton, receiver of public moneys at Vincennes. James B. Gardner, register of the land office at Tiffin, Ohio. Robert Rogers, receiver of public moneys at Opelousas. Andrew Mack, collector and inspector at Detroit. William King, collector and inspector at Bath, Maine. Henry V. Low, surveyor and inspector, New Brunswick, New Jersey. Martin Gordon, collector at New Orleans. Peter H. Wagner, naval officer at N. Orleans. Robert F. Canfield, appraiser of goods at New Orleans. Sheldon Clarke, appraiser of goods at New Orleans. Isaac F. Preston, register of the land office at New Orleans. William L. Robeson, receiver public moneys at New Orleans. Levi R. Lincoln appraiser of goods, Boston, vic W. Little. Samuel Swartwout, collector of the customs, New York. Mordecai M. Noah, surveyor, New York. William S. Coe, appraiser of goods, N. York. Jeromus Johnson, appraiser of goods, do. Andrew Mather, captain revenue cutter at Middletown, Connecticut. Daniel Dobbin, captain revenue cutter on Lake Erie. James Nicholson, captain revenue cutter at N. Orleans. Charles H. Stedman, physician Marine hospital, Boston. J. S. McFarland, physician Marine hospital, New Orleans.

Casualty.—We regret to state that Capt. DAVID WILLIS, for many years a prudent navigator in the merchant service of this place, was lost from a lighter, at lower Broad Creek, a short distance below Newbern, on Monday the 27th ult. He had that morning, in the prosecution of a determination to relinquish the sea and resort to the less hazardous pursuits of agriculture, taken passage for his farm and was taking the depth of water with an oar, when he fell overboard and perished before assistance could reach him. The wife of Capt Willis was on board and witnessed the agonizing scene. Thus, in the prime of life, and at a moment as he believed, of perfect security, has this experienced mariner, after years of exposure to the perils of the ocean, found his last enemy in the waters of the Neuse. The body of the deceased was discovered on Monday last and brought to this place for interment.

Mr. BRANCH, the Secretary of the Navy, having accomplished the object of his late visit to this State, (the removal of his family to the seat of government,) has returned to Washington and resumed the discharge of his official duties. An invitation to partake of a public dinner, tendered him by the citizens of Halifax, was declined upon the following grounds: "In every station in which I have been placed, my highest ambition has ever been to merit a continuance of the public confidence, by a faithful discharge of my duty. For a few days, in obedience to the dictates of a paramount obligation, recognized by every generous bosom, I have left the post assigned me by the greatest and best of men. In doing so, my determination was to return without a moment's unnecessary delay."

Party Names.—The New York Enquirer, advertising to the pleasure manifested by certain editors, in the appointment of Mr. McLane, a federalist, as Minister to London, remarks, in relation to Mr. McLane's political conduct, that "he was the firm supporter of the late war, when in Congress, and that when our own supports, and the other opposers, his country, we are apt to believe one to be a patriot and the other a traitor."

The late Fourth Auditor of the Navy Department is about to establish a new coalition paper in Washington, and has gone to New York to purchase press and types. The Telegraph says, in allusion we presume to matters connected with the concerns of the late Auditor, that "he will probably find a steamer when he arrives at his point of destination;" and another paper, on the same subject, has the following paragraph: "RATS.—From a hint in the Telegraph about a certain Ex-Auditor setting off for New York and Boston to purchase press and types, coupled with insinuations about drafts, we infer there have been some rats in the department. There are some sharp cats on the look out for them."

George W. Adams, eldest son of Ex-President Adams, was lost from the steam boat Benjamin Franklin, in Long Island Sound, between two and three o'clock on Thursday morning the 30th ult. He was not missed until it was too late for any effectual measures to be taken for his preservation.

Letters from St. Thomas mention the trial and conviction at that place of Captain Anderson, of the schooner Virginia, of Norfolk, on a charge of piracy.

French Spoliation.—A meeting of citizens was held in New York on the 22d ult. to consider the subject of the claims of the merchants of the United States upon the government of France. Mr. Preserved Fish was called to the chair, and Mr. Abraham Ogden appointed secretary. After a preamble, stating that the amount due and acknowledged by the government, is twenty millions of dollars, and that demands for payment had been treated with contemptuous neglect by France, it was

Resolved, That the President of the United States be respectfully requested to institute a special mission to the French government, with a view of requiring a definitive answer to the claims of the citizens of the United States upon that country. A Committee consisting of twelve gentlemen was appointed to carry the foregoing resolution into effect, by preparing and forwarding a memorial to the President of the United States.

We learn from the St. John, N. B. Observer, that an official communication of a most satisfactory nature, has lately been received at Head Quarters from Mr. Vaughan, from the President of the United States, in which the sentiments expressed in his Inaugural Address, respecting the relations between Great Britain and America are fully borne out.—The Observer adds that the President is pleased to characterize in high terms of commendation, the conduct of Sir Howard Douglas, and the whole proceedings of the Provincial Government, in the case of the disputed territory; to express his cordial wish to facilitate the adjustment of all matters in dispute between Great Britain and America; and to cultivate the most friendly habits between the two countries, as conducive to the best interests of both.

We learn from Washington that Mr. John H. Henshaw, a clerk in the Treasury Department, committed suicide two or three days since, by cutting his throat. It is said he has left a memorandum in which he gives a list of frauds upon the department in which he was employed. The prospect of a disclosure of his practices, induced him to put this untimely end to his existence.

In the correspondence of the Woodbridge Committee and the late President Adams, we find the following sentiment, which, from the object of the Address, may be entitled to a passing remark.—Speaking of the Presidential Election, the Committee say:—

"We regret too, THE MANNER in which the change has been effected, as boding no good, either to the well government or duration of the Republic."

It appears from the foregoing, that the principles of the Coalition—that THE MANNER in which Mr. Adams was elected by a minority, effected by bargain and intrigue, is to the mind of the Woodbridge Committee, representing "the whole of the pure, unsophisticated, and truly republican population" of New Jersey, the climax of republicanism;—and THE MANNER of the election of Andrew Jackson, by the tree and unbought suffrages of a large majority of the American people, is, to the mind of the unsophisticated Committee of Woodbridge, "boding no good, either to the well government or duration of the Republic."—The doctrine of the Woodbridge Committee cannot be reconciled with the sentiments of Mr. Adams, in his Inaugural Address, in which he regretted that the Constitution prevented the election from again devolving on the people.—Now the election has been decided most triumphantly in favor of Gen. Jackson, and by that tribunal too, which was considered with so much deference by Mr. A. in his Inaugural Address, we wonder this unsophisticated committee had not acquiesced like good christians, and paid a proper respect to the fair operation of our constitution, and a due regard to the distinguished individual which it has placed at the head of our nation.—New Brunswick Times.

Extract of a letter from an officer of the Navy to his friend in Washington, dated Smyrna, January 12, 1829:—

"The Commodore is still here, awaiting intelligence from Constantinople. When we depart, depends altogether upon circumstances—I trust, however, before the close of this month.

"We received information a day or two since from the Ottoman Capital, of a Russian brig of war having arrived at that place from the Black Sea, with a flag of truce, also of an express from England & France. The ostensible object of the brig is to treat for the exchange of prisoners—presumption, however, carries it to negotiate a peace.

"The Russians have suffered greatly during their campaign. For the loss of several thousand of their army, two general officers of distinction, and great expenses, they have but the indemnity of Varna. In consequence of the intense and almost unparalleled cold weather they have experienced, the siege of Silistria has been raised, with the loss of all their cattle and horses, for want of food. Rumor places them again across the Danube.

"The Warren has gone to France and Gibraltar, and will not, it is thought, return to this station."

Since the establishment of the Constitution of the United States, 1789, we have had seven Presidents—ten Secretaries of State—nine Secretaries of the Treasury—thirteen Secretaries of War—ten Secretaries of the Navy—seven Post Masters General, and eleven Attorneys General. Of these seventy four distinguished public officers, but two, we believe, have died in office, and these were both Vice Presidents of the United States. As it is not probable that the officers herein enumerated have been attained at an earlier age than fifty, the above statement would warrant the belief that we average the attainment of as great an age in this country as is usual in any part of the world.—Phil. Dem. Press.

Exploring Voyages.—We learn from a gentleman recently from Montevideo, that there were at that place, a few months since, three British Government vessels destined to different quarters on scientific voyages. Two of them had already been examining the Straits of Magellan; a third, the Chanticleer, Capt. Foster, was bound to the South Seas, on an experimental voyage. The Captain of one of the former had committed suicide. On the arrival of the Chanticleer, she was saluted by the Boston sloop of war, then in port, and to the astonishment of all, the salute was returned by one of the vessels from the Magellan Straits. The Chanticleer had but two guns on board, which Capt. Foster was particularly ordered by the Admiralty not to fire except in cases of great emergency, as he had on board 20 Chronometers, with other delicate instruments which would be injured by the firing of cannon. This of course solved the mystery. Her crew consisted of only twenty men, all told; she was bound as far South as the ice would permit her to navigate. Captain Foster was a Lieutenant under Captain Parry in his two last voyages, and is distinguished as a Mathematician, and for ardent zeal in scientific pursuits. The British Government, ever on the alert, and justly sensible of the value of a key to every sea, probably have it in contemplation to form an establishment somewhere within the Straits of Magellan. These Straits possess many fine harbors, (accessible either from the Pacific or the Atlantic,) in which there is an abundance of wood and water. The Falkland Islands are entirely destitute of wood; the English and French abandoned their establishments among them in 1764, 5, and relinquished them by a treaty to the King of Spain. To him they are probably now of little value, since he has lost his colonial possessions in South America. Some of our navigators are of opinion that a harbor among these Islands, (say Berkeley's sound) is the best to make in case of being distressed, or meeting with other damage in doubling Cape Horn; because the winds and currents are generally favorable, added to the fact that the most easterly Islands abounds with the black cattle, geese, &c. The Straits of Magellan would however probably be preferred for Naval purposes, and the difficulty of using them as an inlet to the Pacific might be partially obviated by the aid of Pilots well instructed in the localities. In one part of these Straits steam boats would be invaluable. We hope that our Government will ere long direct their attention to that quarter of the world—our commerce in those seas is immense, and constantly increasing. It is regretted by the commercial community, that the Peacock did not leave this country this season, and they hope that some vessel will yet be despatched. Perhaps a smaller one, and a smaller crew, may answer all the necessary purposes—but the Peacock was admirably constructed, and appointed under Commodore Chaucey.

Astronomers and Historiographers, might be dispensed with, for the principal employment of the former would be to determine Latitude and Longitude, and the variation of the Magnetic Needle, which is properly the business of Navigators. In this, they have an advantage at sea, over landmen, in the ready and steady use of Sextants, Circles, &c. while the vessel is in motion, which is only to be acquired by long practice at sea. Naval officers are fully competent to all the Historiographical requisites, which, in voyages of circumnavigation, apply almost exclusively to nautical subjects; and in regard to Natural History, the Naturalists are fully competent to all that is wanted in that department.

It appears that Capt. Ross is about leaving England, in command of a ship and a steam vessel, on another expedition to the Arctic Seas, with only 60 men in the two vessels, so that the expense will not be heavy, and we have an example that can be easily followed.

There can be but little question that steam vessels will be more economical than those with sails, so far as time and wear and tear go into the account of economy, since fuel and oil can be obtained in the different seas to be explored, and by their aid, the vessels be kept in motion in calms as well as in fresh winds; besides, it is well known that they may be so prepared, that either sails or steam may be used as occasion shall require.

In addition to these vessels, which are fitted for a three years' absence, and others employed in Asia as well as Europe, the British have had vessels engaged for several years past in exploring the entire Coast of Africa.

The French also and the Russians, have not been idle in reference to their commerce and navigation, and why should we, whose destiny is as great as theirs, fold our arms in comparative inaction? The annals of

our whaling and sealing Ports, and particularly of the Salem East India Marine Society, will shew that we have all the requisites for such enterprises.—N. Y. Mer. Adv.

Perils of the Sea.—The United Service Journal for March, contains a list of vessels belonging to the Royal Navy, which have been lost since the accession of George IV. to the British Throne in 1820. They are briefly as follows:

Table listing ship names, destinations, and dates of loss. Includes Carron, Drake, Constance, Arab, Columbine, Delight, Dwarf, Race Horse, Partridge, Fury, Algerine, Magpie, Diamond, Nimrod, Martin, Cynthia, Redwing, Cambrian, Unicorn, Contest, Parthian, Redpole, Jasper, Kangaroo, etc.

In all, 25 vessels, carrying 361 guns. Many of the crews were totally lost, though we are not able to state precisely the number.—Jour. of Com.

Quinquina.—This bark, at present so important an article in medicine and commerce, is stated in some of our foreign papers, to have become quite scarce in Upper Peru. It is said that the substance is obtained in the mountains, about 200 leagues distance from La Paz in Colombia, in places inaccessible to any but Indians, who are obliged to transport it on their backs from 40 to 60 leagues, as no beasts of burthen are able to travel over the irregular and difficult ground. There is also a prospect that the article will gradually become more scarce and dear in that part of S. America, as it is said to be in Arica, according to letters of September last. As the trees are stripped and killed, the persons employed in collecting the bark are obliged to penetrate further into the forest 15 or 20 leagues a year.—N. Y. Daily Adv.

Gravel Walks.—The following cheap improvement has been recommended in the construction of walks in gardens, lawns, &c. uniting the advantages of great hardness, durability, and freedom from worms and insects. When a new walk is made, or an old one reformed, take the necessary quantity of road scraping, previously dried in the air, and reduced as fine as possible; mix with the heap enough of coal-tar from a gas work, so that the whole shall be sufficiently saturated, and then add a quantity of gravel—with this lay a thick stratum as a foundation, and then cover it with a thin coating of gravel. In a short time the walk will be as hard as a rock, not affected by wet, or disfigured by worms.—Reg. of Arts.

There exists at the present moment in Colombia, a man who was 139 years of age on the 12th of June last. At this advanced age he enjoys perfect health, and labors every day in the field.

In Russia, there died during the last year, 604 individuals, aged from 100 to 105; 141 from 105 to 110; 104 from 110 to 115; 46 from 115 to 120; 31 from 120 to 125; 16 from 125 to 130; 4 from 130 to 135; 1 of over 137, and one of 160.

ANECDOTE OF MR. MOORE.—He (the poet) avowed, on all occasions, an utter horror of ugly women.—He was heard, one evening, to observe to a lady, whose person was pre-eminently plain, but who, nevertheless, had been anxiously doing her endeavors to attract his attention, "I cannot endure an ugly woman. I'm sure I could never live with one. A man that marries an ugly woman cannot be happy."—The lady observed that "such an observation she could not permit to pass without a remark. She knew several plain couples who lived most happily." "Don't talk of it," said the wit, "don't talk of it: it cannot be." "But I tell you," said the lady, who became all at once, both piqued and positive, "it can be and it is; I will name in individuals so circumstanced. You have heard of Col. and Mrs. —. She speaks in a deep gruff bass voice; he in a thin shrill trill. She looks like a John Doree; he like a dried alligator. They are called Bubble and Squeak by some of their neighbors; Venus and Adonis by others. But what of that? They are not handsome, to be sure; and there is neither mirror nor pier glass to be found, search their house from one end of it to the other. No unhand some reflections can, in such a case, be cast by either party! I know them well; and a more harmonious couple I never met with. Now, Mr. Moore, in reply, what have you to urge? I flatter myself I have overthrown your theory completely." "Not a whit—Col. — has got into a scrape, and like a soldier, puts the best face he can upon it."

Sir Peter Parker called Cudjo (a black fellow a pilot who was sounding the depth of water)—"Cudjo!" says he, "what water have you got there?" "What water! what water, massa? why salt water; be sure I—sea water always salt water, an't he massa?" "You black rascal! I knew it was salt water, I only wanted to know how much water you have there?" "How much water here, massa! how much water here? God bless massa, where I going get quart pot for measure him?" This was right down impudence; and Cudjo richly deserved the rope's end for it, but Sir Peter a good natured man, was so tickled with the idea of measuring the Atlantic ocean with a quart cup! that he broke into a hearty laugh, and ordered Cudjo a stiff drink of grog.

DIED. At Swift Creek, in this county, on the 21st April, JESSE PEARCE, Esq.

Shipping List.

ARRIVED. Schr. Amity, Robinson, 6 days from N. York, merchandize to Brown, Outten, Primrose, Jenkins and C. V. Swan.—one Passenger. Schr. Coasting Pilot, Townsend, Philadelphia—chr. Isaiah, Simpson, Charleston, merch. to J. Oliver.—Mr. S. W. Ellis Passenger. Schr. Gen. Iredell, Hodge, Guadeloupe merch. to S. Oliver. Schr. Mary Ann, Delano, Providence, R. I. merchandize to John Street.

CLEARED. Brig Gen. Macomb, Reid, Boston. Schr. Neuse, Stackpole, New York. Schr. Amity, Robinson, Washington, N. C. Schr. Cygnat, Lee St. Martins. Schr. Susan Mary, Snow, New York. Schr. Hampton, King, Boston. Schr. James Moore, Certain, Guadeloupe.

The Floating Light, stationed at the South West Point of the Royal Shoal, has arrived at this port for the purpose of undergoing some repairs, and will probably return to her station in ten days.

NEWBERN PRICES CURRENT.

Table of market prices for various commodities including Beechwood, Butter, Candles, Coffee, Corn, Flour, Iron, Lard, Leather, Lumber, Molasses, Nails, Naval Stores, Oils, Paints, Provisions, Salt, Shot, Spirits, Steel, Sugars, Teas, Tallow, and Wine.

NEW YORK MARKET, APRIL 29.

Table of New York market prices for Coffee, Cotton, Flour, Molasses, Sugar, Tar, and Turpentine.

G. BRADFORD & CO.

Have this day received a small invoice of SEASONABLE DRY GOODS, Consisting in part of the following articles: Fine and superfine 4-4 bleached Shirtings, 6-4 brown Shirtings, 15 pieces Irish Linens, 1 piece French Canton Flannel, 1 do. cap'd Fustian, 1 do. black Circassian, Black Bombazetts, 15 pieces fine Prints, Sewing Cotton in hanks—of all colours, 4-4 & 6-4 Swiss medium Cambricks, sometimes called imitation thread cambricks, 1 piece 4-4 black do. do. much cheaper than Barrege, yet preferred, 1 piece superior G-8-d. Naples, real blue black A few pieces fine Long Lawns, 12 doz. fancy head Handkerchiefs, 4 doz. worked Swiss Points, White Cotton Hose, & black worsted half Hose, 40 pieces Mosquito Netting, very coarse and very low priced. Florence Silks, fig'd & plain Book Muslins, and many other articles; all which they offer at very low prices. Newbern, April 27.

EDUCATION.

MR. F. J. KRON, whose FRENCH SCHOOL was so liberally patronized when in this place a few years past, respectfully informs its inhabitants, that it is again his wish to open a similar School here, which he trusts will receive the encouragement of his former patrons. He will take private pupils, evening classes, and in order not to interfere with the other Schools, a noon class in one of the rooms of the Academy.

TERMS. PRIVATE PUPILS, \$12 00. EVENING CLASSES, 9 00. ACADEMIC CLASSES, 7 00. per quarter. Lessons three times a week. Tuition to be paid in advance.—Mar. 9.

G. BRADFORD & CO.

Have this day received by the Amity from N. York, A HANDSOME ASSORTMENT OF Fancy & Summer Goods, Among which are a variety of CHOICE & FASHIONABLE ARTICLES.

May 5.

FOR BALTIMORE.

THE new Schooner Baltimore, Higgins master, intended as a regular Packet. For freight or passage, having good accommodations, apply to the Captain on board, or to C. V. SWAN, Old County Wharf, May 9.