

RALEIGH REGISTER,

AND NORTH-CAROLINA GAZETTE.

"Ours are the plans of fair, delightful peace,
"Unwarp'd by party rage to live like brothers."

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times for a dollar, and 25 cents for every succeeding
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same proportion. Communications thankfully
received. Letters to the Editors must be post-
paid.

THE ICE SHIP.
It was in the early part of my life, when I was placed in that shuttlecock situation of cabin-boy, thereby being the first on board ship which any and every one had a legitimate right to kick, that our vessel was engaged in a voyage in that worst of wintry seas, the Baltic. The difficulty of obtaining a cargo, had delayed our return until the season had advanced so far as to create peril from the ice, as well as from tempest. The suffering from cold I well remember, though perhaps my young blood and the collective and disjunctive kicks & cuffs addressed, served to make my endurance less here than that of others—but young as I was, my watch on deck came off—often for my somniferous faculties, and the curtailed limits of a monkey jacket kept me dancing and kicking to prevent the freezing effect of the cold spray. Sometimes in the moonlight would be discovered the tall iceberg, moving with the majesty of death along the moaning deep, like some giant surveying the domain of his empire—again another and almost level with the wave, but extending as far beneath as the other above its surface, would dash into foam the billow as it rolled upon its glittering side—an accumulating rock, the contact with which was instant destruction. The severity of the weather was fast approximating our ship into a miniature resemblance of these Leviathans—the shrubs gathering size each hour from the dashings of the sea, our decks loaded with an unprofitable cargo of ice, and our bows presenting instead of the sharp angle of the fast sailor, the broad visage of a pugnacious ram, for the contest.

It was one of those moonlight evenings, during the severest intensity of the cold, that we made (in sailor phrase) a ship a-head. From a wish to ascertain the truth of his reckoning, or from some other motive with which he did not see fit to intrust so important a personage as myself, our captain was desirous of speaking her—and knowing the heave-ens, of his own sailing, ordered a signal gun to be fired which after much hammering upon the tompons of our guns, and sundry scrapings around our solitary piece of iron ordnance to say nothing of the quivering hand and expiring coal of our temporary gunner, was accomplished. We were, however, surprised, before this feat was performed, at the proportional rapidity with which we came up with the stranger—he seemed under shorter sail than ourselves, and when we arrived within hail, we observed some of his sails were very indifferently banded and with what few were set, he was lying to—every piece of rigging as high as the fore yard was swelled to an enormous bulk of ice, and exhibited every prismatic color as it quivered in the moonbeam. The hull of the ship seemed to be encumbered with quadruple the quantity of ice that loaded us—and the ship resembled throughout, that ship of glass which now decks my mantelpiece. One individual stood at the helm with a chapeau that might have been of the shaggy fur of some animal—but it now bristled in points, like a crystal hedgehog—our vessel was now alongside and within a few yards of her, with our maintop-sail aback and our mate with his bull voice hailed "what ship is that?"—The helmsman seemed deaf, and made no reply, and the crew (what were on deck) appeared not to understand the lingo of our mate. He again bawled in French—no answer—then with a few English dames, in Dutch, Spanish, and Portuguese—but all to no purpose—the helmsman of the stranger seemed too intent on his own business, to regard such petty interruption.

The mate went below to report, and a long consultation was held, wherein the officer of the ship conversed in under tones, and the sailors turned their quids and looked alternately at the stranger and at each other; as for me, I thought the silence of the stranger to be unenvied, and was anxious to hear the command to "fill maintop-sail," and to run away from a clime where I met with nothing but cross words, hard duty, and cold fingers. At last our mate appeared, and ordered the boat hoisted out—and never did I witness a command on board that ship so lazily and reluctantly obeyed—but in spite of delay, the thing was to be done, and our second mate, a real dare-devil, was ordered to take a crew on board the stranger, who was now very near us—in the crew tardily crept, and as I was looking and wondering, being in the second mate's way, he tumbled me neck and heels into the boat, and we were ordered to pull away—in a short time we were at the side of the ship, and rowed for the stern, where a sailor was standing, apparently watching us. I was ordered to throw a rope to him, which I did without hesitation, and actually hit the tel-

low on his head—but still he would not nor did take it, and I was d—d by the second mate for a lubberly fellow, with a superogatory punch with the oar's end on my shoulder. Again we rowed up, and the second mate tried his skill with the same success, and I have no doubt that he would have complimented the boorish sailor in the same manner, if he had a similar proximity. A third time the boat was alongside, and the officer with some difficulty made the warp fast around the enormous shroud, and stepped on board, followed by the crew, who shrunk to his rear. Among the last I clambered over the slippery side, and with due caution made a staod in the centre of the group, who were listening to the colloquy which had commenced on the part of our second officer.

I shall not attempt to give the precise language which he held towards the helmsman of the strange ship, but it was not the most civil, or such as is heard often in a Lady's drawing room. The amount of it was a "sailor's jaw" for not answering a hail, and for not taking the warp, and concluded by request to know his latitude and longitude, and how certain capes bore from their ship—to all of which no reply was made, when I was called upon for a lantern, which I had taken from the boat, and had snugly stowed away, under my jacket, keeping both light and heat to myself—a thing by no means difficult, as the moonlight rendered its absence unobserved. The 2d mate received it, and went aft to observe the countenance of the dumb gentleman of the helm—in this way he stumbled over one man, whom he thought either drunk or asleep, but finally held the lamp to the face, of the steersman, which was a shapeless lump of ice—the helm was lashed, his hand upon it, his feet fixed at some depth in the ice, and he himself frozen stiff in his upright position—near him were several of the crew in horizontal and various attitudes from whom life had long since fled. The horror of the scene struck a panic among our boat's crew, and they did not wait for orders to make the best of their way towards the boat. The officer turned round with the countenance of a true sailor *sang froid*, wherein there was not a particle of alarm, and ordered them to follow him below—the fear of his enormous fist induced all the rest, and much more especially myself, to obey the order, and we proceeded to the labour of removing the companion way. In the mean time while I ventured to look at my friend at the shrouds who would not catch the rope whereby I had the effect in a sound blow on the shoulder—he was frozen stiff with his arms around the rigging.—Not being fond of the spectacle, I kept close to the heels of the second mate as he descended the gang-way—in fact we all went, *en masse*, each being very careful to stick close to his neighbour.

At the after part of the cabin sat the Captain with his arms folded, before him, pen, ink, and paper, a thick fur cap on his head, and as the light shone full on his countenance, there was the most fearful look from him cast upon us that I ever witnessed. Years have since passed, but the remembrance is as though the event was but yesterday—it has visited me in dreams. The appearance of his glaring eyes, and distorted features were too much for our superstitions crew—
"Back rolled the tide,"

I was thrown in the turmoil, and no more notice taken of my situation than of my frozen brethren on deck—they ran over me like a flock of sheep. The second mate paused a moment, ascertained that the object of their fear had long ceased to exist—and took me by the collar and dragged me on deck, doubtless anxious to prevent his boat's crew from leaving him sole officer of the stranger in the extremity of their flight. He found them stowed away under the thwart of the boat, pitched me in like a dead mackerel, and ordered them to cast off and pull for our own ship—great alacrity was shown in this manoeuvre, and a few moments brought us back, just as the moon was hiding herself behind a cloud, and every thing wore the appearance of an approaching gale. Sails were banded with the utmost despatch, the decks cleared and things in order as the gale struck us. Egyptian darkness succeeded, and we were driven at ten knots under bare poles. Ever and anon (the sailors asserted) they could perceive the strange vessel carrying sail under fury of the tempest, and our position in our weather quarter—and could at intervals hear roaring after us as she ploughed thro' the billows. Death for hours stared us in the face, and his features never have been forgotten by me.

At sunny times afterwards, during this voyage, when we were in warmer latitudes, on beautiful moonlight evenings, we could dimly distinguish the Ice Ship, steering in our wake, glittering in all the pride of a full pomp, apparently pursuing the same course with us though her sails were trimmed as if flying to. Such a phenomenon was always the prelude of a gale, it became with us a habit to reef whenever her tall form towered beneath a moonlight sky.

If but one other voyage have I seen her, and then it was in the warm climate of the Indian Ocean many years since—it was on the evening before we were wrecked, but successful exertion at last secured me

from situations wherein I might see her, and I now can at my own fireside tell over past perils, and wish all my brother sailors never to meet in any latitude with a full view of the Ice Ship. ICHABOD.

North-American Review,
No. 55, for April, 1827.

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II. Travels in La Plata and Chile. Rough Notes taken during several Journeys across the Pampas and among the Andes. By Captain F. B. Head.
III. Life of Theobald Wolf Tone, and the condition of Ireland. Life of Theobald Wolf Tone, Founder of the United Irish Society, and Adjutant General in the service of the French and Batavian Republics; written by himself; with his political Writings, Fragments of his Diary, &c. Edited by his Son, William Theobald Wolf Tone.

IV. Kent's Commentaries on American Law. Commentaries on American Law. By James Kent.
V. Policy and Practice of the United States and Great Britain in their Treatment of Indians. Indian Treaties, and Law and Regulations relating to Indian Affairs; to which is added an Appendix, containing the Proceedings of the old Congress, and other important State Papers in relation to Indian Affairs.
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Quarterly List of New Publications.
The *North American Review* is published quarterly, making two volumes a year, of about 450 pages each.
The subscription price is five dollars a year, to be paid by new subscribers in advance, and afterwards in April, when the second number for the year shall be received.

Subscriptions received by J. Gales & Son.

LITERARY.

To promote the cause of Literature and to give additional interest to their anniversary, the students of the University have entered into the following resolution, viz. That some individual who has been a regular member of one of the Literary Societies attached to the University, shall be chosen every succeeding year, to deliver a public Oration in the College Chapel, in the day preceding each anniversary commencement. In compliance with this resolution, the friends of literature are informed that the Hon. Archibald D. Murphey has been appointed to deliver an oration, on the part of the *Dialectic Society*, in the College Chapel on the 27th of June next. We are happy to state, that this appointment has been accepted, and that the resolution has not only received the approbation of the distinguished individual, who is to be our Orator, but also of the Faculty of the University. We sincerely hope that all who take any interest in the literary character of the state will encourage our attempt by their attendance at the time and place specified.

By order of the
DIALECTIC SOCIETY.
Chapel Hill, April 19th, 1827. 58-6w

NEW FERRY.

The Subscriber has established a Ferry from Cashoke to Plymouth; also land Conveyance from Cashoke to Webb's Ferry, on Salmon Creek. Persons travelling between Edenton and Plymouth, may now avoid the disagreeableness of the long and tedious water passage, directly across the Sound by way of the mouth of Roanoke River.

Considering the certainty and safety of this route, compared to the one on the Sound, where head winds, dangerous and boisterous weather, are so frequently experienced, it is believed, when generally known, it will be preferred.

The charge for the Ferryage, will be sixty cents, and for the conveyance by land, fifty cents.

THOMAS L. WEST.

March 28.

BRETHREN OF THE BAPTIST DENOMINATION.
Feeling the deepest interest for the prosperity of Zion and the salvation of souls, we believe it important that something should be done, more than is now in existence, to provoke each other to love and to good works, to consolidate us together as a body, and to excite the public to consider the things which belong to their present peace and future felicity. We therefore believe that if there were a meeting established, by the name of the Union Meeting of the Baptist Denomination of North Carolina, to meet annually, from place to place, and to continue four or five days; at which the preachers of this State would generally attend and continue preaching, praying, &c. and consulting each other on the state of Zion, communicating their views and feelings freely; with the blessing of Heaven it would effect the object designed.

Feeling that we are actuated by the purest motives, and that we have the spirit of God approving such measures, and that it is in compliance with the injunction of the Apostle, that we should not forsake the assembling of ourselves together, and that it will meet with the general approbation of our denomination, we have appointed the first union meeting to be held in Raleigh, commencing on Thursday night before the fifth Sabbath in July next, and continuing till Monday following.

We do hope that the preachers of this State will take a deep interest in this meeting; and feel it their duty to attend; and those who can visit us from neighbouring States, are respectfully invited.

By order of the meeting.

Navy Commissioner's Office,
12th March, 1827.
Live Oak frame and promiscuous Timber for Ships of the Line, Frigates & Sloops of War.

THE Commissioners of the Navy will receive proposals until the 31st day of July next, for furnishing Live Oak Timber, cut to moulds, (which they will furnish) for ships of the line, frigates and sloops of war, and the proportion of promiscuous Live Oak, cut to dimensions, that may be required, say 6000 cubical feet for each ship of the line, 3000 for each frigate, and 1000 for each sloop. The timber must be cut from trees grown in situations not more than 25 miles from the sea, deliverable at the following building yards, viz. Portsmouth, N. H. Boston, New-York, Philadelphia, Washington, and Norfolk, during the years 1828, 1829 and 1830, say on or before the 1st November of each year.

Persons offering will be pleased to state particularly their terms per cubical foot for any one of the frames, with the proportion of promiscuous timber required; also, (should they be disposed to offer for more) their terms per cubical foot, for three frames collectively (one of each class, that is, a 74, a 44, and a sloop,) with the promiscuous timber, designating in all cases their prices for the frame of a ship of the line, of a frigate, of a sloop and for promiscuous timber. The offers can be made deliverable at any one, or either, or all the yards above mentioned; but the terms per cubical foot deliverable at each, (if a difference be made by the bidder) must be distinctly stated.—It is to be understood, that the Commissioners will select such offers, and assign to each bidder such portion of the timber required, (not less than one entire frame) and designate such yards for the delivery as they may judge expedient for the public interest; and further, that no money will at any time, under any circumstances, be advanced, and that none will be paid, until an actual delivery of timber; that bond, with two or more sufficient sureties, for the faithful discharge of any contract, will be required; that the amount of such bond will be one-third the estimated amount of the contract.—Moreover, that as additional and collateral security, ten per centum of the avails of each cargo will be reserved and withheld, until the contract shall be fully complied with to the entire satisfaction of the Commissioners; and that, in all deliveries of timber, a due proportion of the most difficult parts of the frames shall be delivered, otherwise, it shall be at the option of the Commissioners to withhold such amount, in addition to the ten per cent. above mentioned, as they may judge expedient for the public interest, until such deficient proportion of such difficult timbers shall be delivered; and it is further to be understood, that all payments will be made at the places of delivery.

Those who may offer to supply any part of this timber, are further requested to state particularly their own residence, the names and residences of their sureties, to forward letters from such persons, stating their willingness to become sureties, and also to forward evidence of the competency of such persons as sureties to the amount for which they may become bound. All offers are to be sealed and directed to the Commissioners of the Navy, and endorsed with the following words, viz. "Offer to furnish Live Oak, under the advertisement of 12th March, 1827."

The timber is to be inspected and measured according to the rules established by the Board, a copy of which may be obtained on application to the Navy Agent either at Pensacola, Savannah, Charleston, S. C. Norfolk, Washington, Baltimore, Philadelphia, New-York, Boston, or Portsmouth, N. H.

Any bid not made in conformity to this advertisement, or that may not be received within the time herein limited for receiving bids, cannot be considered.

41-taw-131July

BEEF & PORK FOR 1828.

NAVY COMMISSIONER'S OFFICE,
23d March, 1827.

SEALED proposals will be received by the Commissioners of the Navy, until the 31st day of July, 1827, for the supply of 3000 Barrels of Pork, 3500 Barrels of Beef.

One third of the quantity of Pork, and one third of the quantity of Beef to be delivered at each of the Navy Yards at Boston, New-York, and Norfolk. The whole to be delivered by the 1st of April, 1828.

The said Beef and Pork shall be of the very best quality. The beef shall be packed from cattle well fattened, and weighing not less than 400 lbs. and to average 55 lbs. All the legs, leg-shoulders, clads, and 14 lbs. from the necks of each animal shall be excluded, and the rest of the body of the animal cut into pieces of 10 lbs. each, as near as may be, so that twenty pieces will make a barrel of 200 lbs. nett weight of beef.

Of the Pork, which must be corn fed and well fattened, all the skulls, feet and hind legs entire, shall be excluded and the remainder of the hogs, including not more than three shoulders to each barrel, shall be cut into pieces of eight pounds each, as near as may be, so that twenty-five pieces will make a barrel of 200 lbs. nett weight of Pork.

The whole of the said Beef and Pork, to be packed with the best clean coarse white Turkeys Island, Isle of May, or St. Ubes salt, with five ounces of the best saltpetre to each barrel.

The barrels in which the said Beef and Pork shall be packed, must be made of the best seasoned white oak, or white ash, free from sap, and fully hoopsed—they must be branded, "Navy Beef," or "Navy Pork," with the contractor's name, and the year when packed.

The whole of the said Beef and Pork must undergo inspection at the Navy Yards where the deliveries are to be made, by some sworn inspector of the State, to be selected by the Commissioners of the Navy, or to such test, inspection, and examination, as they have, or may hereafter prescribe, free of expense to the United States, and the barrels must be in perfect shipping order.

Each proposal for furnishing the Beef and Pork, must state the place of residence of the bidder—the names of two competent persons as sureties, and the place of their residence—and ten per cent. will be reserved by the United States on all payments until the contracts shall be completed, in addition to the bond, and all payments will be made at the places of delivery.

The proposals must be endorsed on the back, "offer to furnish salt provisions," and must state the prices of the Beef and Pork respectively, deliverable at the several Navy Yards aforesaid.

Any bid not made in conformity to the advertisement, or not received within the time limited therein, will not be considered.

March 26.

RALEIGH
Dying & Scouring Establishment,
North-Carolina.

THE Subscriber embraces the present opportunity of informing the Ladies & Gentlemen of Raleigh, and the public generally, that he has commenced the Dying Business, in all its various branches, in the room between two doors south of Gen. Daniel's Office, Fayetteville Street, where he is prepared to finish piece goods of all descriptions, equal to imported, viz. Cloths, Cassimeres, Corded Velvet stuffs, Silks, Satins, Crapes, Hosiery, &c. Gentlemen's garments of every description scoured, dyed, or renewed, and finished at the cheapest notice, in as much perfection as at any other establishment in the Union. His mode of Steam Scouring extracts all kinds of grease, dirt, tar, &c. and is admirably calculated to preserve colours during the summer season from moth, &c. Ladies' Dresses of every description, dyed to any shade, or black-changed to other colors. Leghorn and Straw Bonnets, bleached, or stains removed, or dyed and trimmed to the latest fashions. Ribbons, Gloves, Stockings, Shoes, &c. dyed to any colour. Ladies' Pelisses scoured, dyed, or pressed—Also, Merino & other Shawls, scoured, and the colours revived, equal to new. North-Carolina, or Domestic Cloth, consisting of cotton and wool, dyed and pressed, to appear elegant. Military Uniforms, Embroidery, &c. cleaned and restored to their original brilliancy. Ladies and Gentlemen are invited to call and examine specimens dyed at this establishment. He warrants all his dyes, which for brilliancy and durability cannot be surpassed by any similar establishment in the Union.

N. B. Gentlemen's Clothes neatly repaired, with despatch, on reasonable terms. All articles sent to the establishment to be dyed or scoured, will be ready for delivery in two or three days from the time of receiving them, weather permitting.

JOHN BRISSINGTON,
Raleigh, April 17. 57 3m

THE NEW YORK MIRROR,
And Ladies' Literary Gazette.

EDITED BY GEORGE P. MORRIS.

"Here shall young perisus wing his eagle flight,
"Rich dew-drops shaking from his plumage of light."

As the Mirror will soon complete its fourth year, the editor this seasonably presents himself before his numerous and highly respectable patrons and the public, with sentiments of profound respect, and a deep sense of the obligations which are imposed upon him. To say that his reward and encouragement have far exceeded his high expectations, but he but a faint expression of his feelings; for the pleasure of those feelings is immeasurably heightened when he reviews the names of those who make up the great portion of his supporters. To be distinguished with the countenance and favour of the wise and virtuous, is at all times flattering to the pride of any man; but to a young man, it affords a charm too great for language to express. Every motive, therefore, which springs from the strongest impressions of honour and gratitude, will be called forth, not only to preserve, but to improve the character of a publication so kindly fostered, and so generously supported. We have unremittingly endeavoured, and shall hereafter go on with increased zeal in our endeavours, to call from the varied fields of literature, the choicest and most fragrant flowers, as a just, though humble tribute, to our fair readers.

With a view to render the Mirror still more acceptable and valuable, we propose, on the commencement of the fifth year, and to continue it with each returning quarter, to accompany it with a splendid Engraving, executed in the finest style of which the state of the art in this country will admit. It is intended to present, in succession, the most accurate Views of our principal Public Edifices, followed by correct historical Descriptions; so as to preserve a knowledge of the period of their foundation, of the uses to which they are applied, and of such other circumstances connected with them, as may be worthy of preservation.

To those who may wish more fully to understand the character of the work, & to commence their subscriptions on the opening of a new volume, perhaps it is proper to say, that it is devoted (though not exclusively) to the following subjects:

Original Moral Tales—either fictitious, or founded on events of real life, in the United States of America.

The Censor—comprising a series of numbers—satirical, moral, humorous &c. denominated the Little Genius.

Reviews—of publications, foreign or domestic.

Original Essays—on literature, morals, history, voyages, travels, American antiquities, the fine arts, &c.

Female Character—manners, beauty, dress and education.

American Biography—or historical sketches of the lives of such persons, of both sexes, as have become celebrated for their heroism, virtue, fortitude, talents, patriotism, &c.

Literary Intelligence—or notices of new publications.

The Drama—comprising strictures on the New-York stage.

Essential Selections—with occasional remarks. Anecdotes—humorous, literary, historical, &c. Passing events of the week.

Poetry—original and selected.

Together with many other miscellaneous subjects, which it would be unnecessary now to enumerate.

The Mirror is published every Saturday, for the proprietor, by Daniel Fanshew, at the American Tract Society House, No. 67, Nassau-st.

The terms are Four Dollars per annum, payable in advance.
New-York, February, 1827.

Selling off Stock at Oast.

THE Stock of Charles Stuart, consisting of a general assortment of winter and summer Goods, will positively be sold at cost & charges. The goods are generally new, none of them having been on hand more than nine months, and the very reduced prices at which they will be sold will make it an object for those wishing to acquire to call.

At Raleigh, Feb. 7. 37

For Rent,
THAT eligible and very commodious Store, with large dry Cellars underneath, next door below Doct. Haywood's Office, on Fayetteville Street. Apply to the subscriber.
JNO. STUART.
Raleigh, 1827. 31 4r