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THE NEW MINISTRY AT MADRID AND THE CONSTITUTION OF 1812.

Paris, Aug. 22, 1836.

Gentlemen:—The Queen has changed her ministers. This she was compelled to do by the defection of the army, and by the cries which proceeded from all parts in favor of the constitution of 1812. One of the warmest friends of the constitution was CALATRAVA. Ferdinand the VII. (of blessed memory!) used to call CALATRAVA his "Jailer," because when at Cadiz he looked so sharply after him, that he was unable to intrigue either with the secret junta, which was formed in favor of an absolute government, or with the French army which was to enter Spain as "deliverers of the royal person." Calatrava is 89 years of age, is a short and spare man, of dark complexion, firm and energetic mind, and averse to almost the shadow of monarchy. Oh how great a change must have been operated in the Queen Regent by the events of St. Ildefonso and Madrid, for her to have consented to appoint M. CALATRAVA as the president of her council of ministers! How often did she hear her late husband speak of Cocin, and the years 1820 to 1823, and of his "Jailer," with horror! but now she applies to him as her deliverer!

Left alone and desolate at St. Ildefonso, with M. de Raynesval, who was dying, and is since (on the 16th inst.) dead—with M. Villiers, who foretold her all that would happen if she should dismiss Mendizabal and hold to Isturitz—she saw the army in revolt on one side, all Spain for a constitution, and her ministers helpless and absent at Madrid! That was a terrible moment for her, who had said a few days previously, "that she would never yield one of the prerogatives or rights of her daughter's crown, and that she would sooner die than acknowledge the constitution of 1812." She congratulated herself of having got rid of M. Mendizabal, who was not a gentleman, but a mere merchant! But she little thought when she made use of this unguarded expression, that she would be obliged in order to present the proclamations of the republic, and in order to save some few remnants of a monarchy and a crown for her daughter, to have recourse to the most decided champion of the constitution of 1812, and one of the most zealous opponents and expositors of the tricks and want of good faith of her late husband! But such are the chances of queens and of kings in the nineteenth century; and those who will reign must incur the risk now of being obliged to obey.

CALATRAVA, the chief of the cabinet was elected by the province Estramadura to the post of deputy in 1820 and composed as was that assembly of distinguished and courageous men, he was one of the most intrepid and energetic. He was a clear, pointed, and sometimes speaker. He exposed and attacked the men and the policy which surrounded Ferdinand, and he was never to be gained over by smiles or promises, or to be deterred by threats and menaces. When in 1821 a permanent deputa-tion of the Cortez was appointed, in compliance with the conditions of the constitution of 1812, he was named president. In 1822 and 1823, he was employed very often as the reporter of various commissions in the examination of difficult and important questions, and he always distinguished himself as the zealous advocate of popular rights, the fearless opponent of aristocratical privileges, and the jealous watchman over all encroachments attempted to be made by the crown. When in 1823 the certainty that a French intervention in behalf of absolutism, and against the constitution 1812 would take place, became apparent, he took the lead in exposing the machinations of the Villele ministry, and the "Bands of the faithful," and he made use of that expedition. When placed by the Cortez over the King as minister of the interior, and a few days subsequently as minister of justice, he did not display any want of courage in the difficult circumstances in which he was placed, but he told the King plainly that he knew he was secretly conspiring for the very intervention which publicly both he and Louis XVIII affected to depreciate. When at last the French army gained an infamous triumph over Spanish liberties, Calatrava retired to England, lived in obscurity, was supported by his friends and the public and remained in honorable exile until Martinez de la Rora was appointed minister. Immediately on his return to Spain, he was elected member of the Cortez, and has ever since followed the same line of conduct—devoting all his mind and energies to the cause of the people.

Calatrava was then well known by his party, and by the bulk of the nation. He is revolutionary and a republican. He is friend of Mina. His age alone impedes his activity, but he passed a large portion of his life in laboring for the cause of Spanish independence. He has never despaired. When in 1824, 1825, and 1826, the Spanish monarchy appeared to be most formidable, and the chances of success for the liberal party the least encouraging—when Ferdinand VII avenged himself on the properties, or families, or connexions of those who had been obnoxious to him at Cadiz—and when all bid fair for an absolute monarchy, and for the triumph of the Apostolicals—Calatrava made the following singular prediction: "Before ten years have rolled over our heads, Ferdinand will be dead—his successor will be compelled to adopt the constitution of 1812—and perchance if I am alive, I shall again be called on to the post of minister." The prophecy of M. Calatrava has been realized even to the letter. I do not infer that Calatrava was a prophet, but only that he saw with clearness that Spain would not long sub-

mit to the degradation of an absolute monarch, and he felt as a great man ever will do, composure and confidence even under the most trying and difficult circumstances.

Mons. FEVRE, the new Minister of Finance, I am not acquainted with. He is admitted on all hands to be wealthy and capable. His wealth is a security against speculation, and his capacity against the folly of recognizing a parcel of loans, contracted on most usurious and onerous conditions, from which Spain has never received any advantage, "either in meal or in malt." He is a great enemy to the royal loans. The holders of these stocks, who would buy and would hold on, may now have cause to rue their predilections and their obstinacy. But they are not entitled to pity. They would believe in a lie. They would believe that Spain was indifferent to liberty, and did not care for a constitutional government. So they did all they could to support the system of delusion—and now they are the sufferers.—DON RAMON GIL DE LA CUADRA, the Minister of the Interior, is also an old friend of liberty, as well as an old man. He is also the personal friend of Mina—and in no one does Mina feel such unbounded confidence. Mina has held back—has refused to take any decided step—has kept the attitude of a spectator—has not roused Catalonia to arms against Don Carlos, marching as he could do, if he would, 50,000 men into the field, until he knew for what cause he was to march, as well as he did against what cause he was to proceed. The satraps of Spain, (and certainly Mina is among the number) having been too often cajoled, to be tricked with ease any more, such men as De la Cuadra, Mina, d'Calatrava, will not risk their liberties, reputations, or lives, for a mere question of succession. This has been the reason why Mina has remained inactive. But now that just and wise plea will be made no longer; and as the cause is national, the efforts of the patriots will be proportionate. D. la Cuadra is a man of made talent. His judgment is greatly relied on by the Spanish patriots. He is known to belong to the party which will not throw itself away, nor become the agents of every administration.

These are the chiefs of the new Cabinet. Their colors are those of Spain. Their drapeau is that of liberty—justice—national right—and independence. They begin by declaring that Spain belongs to Spain—that it is free and independent—that it cannot be the patrimony of any family—or of any individual;—that the sovereignty is essentially in the nation—and that to it belongs exclusively the right of establishing its fundamental laws. Wise and just laws they require for the protection of civil liberty—of property—and of the other legitimate rights of all those who compose the Spanish nation.

But there is one clause, or rather several clauses in the constitution of 1812—all relating to the same subject, which I desire most fervently to see repealed. The 1st is the 12th article which declares: "The religion of the Spanish nation is and shall be perpetually the Catholic, Apostolic, and Roman Religion, which is the only true faith. The nation protects it by wise and just laws, and prohibits the exercise of all others!" This is monstrous! quite monstrous! There are Protestants in Spain! I know it. And yet, under a constitutional and a popular government, are the Protestants and Jews to be deprived of the right of worshipping God according to the dictates of their consciences. Gracious heavens! such stuff as this will admit no apology in 1836. In 1812, I admit, there was some excuse to be found for it in the omnipotence of the clergy. But now—in 1836—they are omnipotent no longer,—and it would be a monstrous act of intolerance not only to refuse the Protestants and Jews the rights of religious worship, but also to refuse them the right of endeavoring to make converts to their faith.

The declaration that the Roman Catholic religion "is the only true one," is most bigoted and impious;—but the prohibition laid on Protestants and Jews is scandalous and disgraceful. The 17th article of the constitution, which contains the oath to be taken each year by the Deputies of the province, in which they also swear not to allow of any other than the Roman Catholic religion in Spain, is equally hideous.—The 12th section of the 172d article, which contains a similar oath to be taken by the King on his accession to the throne, is word for word the same. And the various clauses which impose on the Parish Electors, District Electors, and the Deputies, the duty of going to celebrate a Roman Catholic Mass and hear a Roman Catholic sermon once a week at the period of their elections, contain the most flagrant violation of the rights of conscience—and are intolerable and unjust. They must be expell'd from the constitution of 1812, or that constitution will be stamped with the mark of a cruel and wicked intolerance.—With these few exceptions, and a few of secondary importance, the constitution of 1812 is suited to Spain. All are secondary—and very secondary when compared to those I have pointed out. But who will make these amendments? the Cortes of M. Isturitz, illegally convoked by a royal ordinance? Impossible. A Cortes elected by the Constitution can solely have the right of revising it.

Yours, &c.
O. P. Q.

From the N. Y. Commercial Advertiser. STEAM COMMUNICATION WITH EUROPE.

The annexed article will be read with interest, we presume, at the present time, when we are in almost daily expectation of seeing the departure of the first steam-ship for Liverpool. The subject was introduced and partially discussed, with a great variety of others

connected with science and the arts, at the great meeting of the British Association at Bristol, held during the week commencing on the 20th of August. At this meeting were present almost all the distinguished and undistinguished men of science in Great Britain, and many from other countries, among whom, we observe, was Dr. Hare of Philadelphia. The report of proceedings occupies no less than twenty-five wide and closely printed columns of the Bristol Journal, now one of the largest papers published in England.

As for the extract which we subjoin, we confess that it is not to us the clearest and most intelligible document that ever was. Perhaps it is owing to our want of full and accurate knowledge on the subject, and perhaps to a similar defect on the part of the reporter, who may not have caught the exact scope and bearing of the calculations: but we think that Dr. Lardner is responsible, having no great faith in either the talents or the learning of that gentleman. In fact, with all deference be it spoken, we have a suspicion sometimes that he is little better than a quack.

Be that as it may, however, his opinions are before the reader, who will perhaps be able to make something more of them than we have succeeded in doing. If we understand him rightly, he doubts the practicability of making the Atlantic voyage by steam; Captain Cobb will prove him to be in error before long, or we are much deceived in our expectations.

STEAM COMMUNICATION WITH DISTANT PARTS.—Dr. Lardner said if there was one point in practice of a commercial nature which more than another required to be founded on experience, it was this one of extending steam navigation to voyages of extraordinary length. He was aware, since the question had arisen in this city, it had been stated that his own opinion was adverse to it; that impression was totally wrong, but he did feel that, as steps had been taken to try this experiment, great caution should be used in the adoption of the means of carrying it into effect; almost all depended on a first attempt, for a failure would much retard the ultimate consummation of their wishes. He believed those in the section who knew him would readily acquit him of being forward to question the power of steam: he tendered the most unqualified allegiance to the sovereignty of steam, but he tendered the allegiance of a free and thinking subject to a constitutional monarch: he did not bow before the power of steam as an abject slave, and if he found a failure in the administration of that power, he attributed it entirely to the ministers (cheers.) There were distinctions to be drawn depending on the length of the trips and on the stages into which it was divided. There was one main distinction between the operation of a marine and a land engine; the marine engine was used with salt water, and the land engine with fresh water; heat would convert that water into steam, but the heat that would do that with the fresh water, would not do so with other subjects that were combined with salt water—it would not do that with salt, which in consequence produced an encrustation in the boiler, and this was most injurious. A remedy for this had been discovered, which was almost perfectly efficient; this was the use of copper boilers. There had been a contrivance brought into operation, which, if it was as effectual as its promoters considered it to be, was a perfect remedy; he alluded to a condenser which was known by the name of Hall's condenser, which was so contrived that the steam circulated like the blood in the human frame, but this had been discovered by Watt, who had left little for his successors to do.

With regard to the power of steam engines, practical men considered, that for short trips, the best proportion was to give the vessel the power of one horse for every two tons; that as the length of the trips increased, they must have a smaller proportion of power; this should be three tons for every horse power; and that for the longest trips to which steam power could at present be applied, the proportion should be about one horse to four tons; it might be asked why this particular proportion was selected, and the answer was this—that it was found, by experience, that such would not contain sufficient coals; but the surplus of power in long voyages would be invaluable where power was valuable. It was necessary they should devise some means of determining the locomotive duty of coals; it was a question to which he had devoted a good deal of time, and the only method had been to determine the consumption of fuel per hour; he had made extensive observations, and he considered you must place 15 lbs. of coal per hour for every horse. Mr. Watt, some time since, established a series of experiments on boilers, with the view of determining the relative consumption of fuel, and the result was then, that the consumption of fuel under marine boilers was one third less than under the land boilers.

A committee of the House of Commons, some time since, had to determine the expediency of opening a long steam communication with India, and much evidence was given; in one case the opinion was 8 lbs., in another, 9 lbs., and another, 11 lbs. They would take nine months, and then came the question of speed. They were all well aware that there had been for some years in operation, a line of steamers by Falmouth and Corfu; they touched at Gibraltar. On an average of 51 voyages, the rate at which they made their trips was noted; and the result was 7 1/2 miles per hour; they had, therefore, the conclusion, that the locomotive duty of 9 lbs. of coal, is 7 1/2 miles of distance.—If, therefore, 9 lbs. gave 7 1/2 miles in distance, one ton would give 1900 miles for every horse power; then they must look for average weather; the build of the vessel was such, that they had not space to try more than 1 1/2 ton of coals for every horse power. Almost all the vessels with which the experiments had been made, had the patent paddle wheels, and they

had been worked with the best coals. The next question was, what modification the vessel must undergo when applied to steam communication with the United States.

In the Atlantic there were westerly winds which prevailed almost continually, extremely violent, and attended with a great swell of the sea—but it was an astronomical phenomenon, which was very well understood. The outward voyage of the large packetships was generally estimated at 40 days, the homeward voyage at 20 days, so that the entire voyage occupied 60 days. If, then, they assumed that the average of outward and homeward voyages to the United States corresponded with the average weather between Falmouth and Corfu, then they would arrive at this conclusion—that the outward voyage was more than the average, in the proportion of 4 to 3. If the locomotive duty of coals provided for the voyage between Falmouth and Corfu was 1900 miles for a ton per horse power, they must deduct from that 23 per cent; in order to get what the duty would be on the outward voyage to New York, you must take a third from 1900, and you would have 1300 miles. The direct line from Bristol to New York was 3,500; if you allowed one ton of coals for every 1300 miles per horse power, the vessel would require to carry 2 1/3 tons for every horse power in her engine; therefore this vessel must carry nearly three times the whole complement the admiralty steamers could carry. Let them take a vessel of 1600 tons, provided with a 400 horse power engine; having 2 1/3 tons per each horse power, the vessel must carry 1348 tons of coal; to that adding 400, the vessel must carry 1748 tons. He thought it would be a waste of time, under all the circumstances, to say much more to convince them of the inexpediency of attempting a direct voyage to New York; for in this case 2080 miles was the longest run a steamer could encounter—at the end of that distance she would require a relay of coals. The question then became a geographical one as to the best mode of accomplishing this. There were two ways which might be proposed; one, to make the Azores an intermediate station, and to proceed from thence to New York; the other would be to proceed to some point in Newfoundland, and make that an intermediate station; the distance from Bristol to the Azores is 1300 miles, and from the Azores to New York 2400 miles, being 20 per cent. more than the steam limit he had mentioned.

There was a point called Sydney, in Cape Breton, where there were coal mines, worked to a profit by Messrs. Rundell and Bridge—but then, that was 2300 miles; but if we took our final departure from some place upon the western coast of Ireland, and there charged the vessel with coals, the distance to Sydney would be only 1900 miles. The railroad system might be established in Ireland, which would be a benefit in more ways than one. London and all the Southern sections of the country would pour in their produce and population by the railway to Bristol. (Cheers.) He could assure them he had a mind totally disinterested—he was not an engineer and had not a share in any joint stock company; because he felt that to render useful to the community those faculties nature had given him, he should deprive himself of part of that utility if he placed himself in a situation that any one could say he would, by possibility, have any interested motive. He would, therefore, counsel those who proposed to invest capital in this most interesting enterprise, to keep in mind certain points to which he would direct their attention.

1st. He would advise that the measured tonnage should correspond with the tonnage by displacement.

2nd. To go to an increased expense in using the best coals.

3rd. He would earnestly impress upon them the expediency of adopting the paddle-wheels shown to the section yesterday.

4th. He advised the proportion of 1 to 4 as the proper tonnage.

5th. He would impress upon them the expediency of giving more attention in the selection of engineers and stokers; it was a matter of the last importance, and a saving of 30 or 40 per cent.

With respect to the better, he would recommend copper only.

Lastly, he would advise the coal boxes to be tanked.

Mr. Russell would confess he had listened with the greatest delight to the lucid and logical observations they had just heard. He would merely add one word; let them try the experiment with a view only to the enterprise itself, but on no account to try any new boilers or other experiments, but to have a combination of the most approved plans that had yet been adopted.

Mr. Brunel then pointed out some errors in calculation made by Dr. Lardner, which would be in favor of the undertaking—he was convinced nine or even ten miles an hour might be accomplished, and Lardner had formed his conclusions upon old vessels, and not from one in which every thing was done upon the most approved principles yet known, and thus reduced possibility to certainty.

Mr. Field said he had made the calculations for the ordnance on the vessels in Corfu; they were taken upon an average which included the infancy of the undertaking.

Dr. Lardner, in reply, said that he thought the voyage practicable, but he wished to point out that which would remove the possibility of a doubt, because if the first failed it would cast a damp upon the enterprise, and prevent a repetition of the attempt.

This discussion created the greatest possible interest.

The adjutant of a volunteer corps, doubtful whether he had distributed muskets to all the men, cried out, "all you that are without arms will please hold up your hands."

From the Richmond Enquirer.

A NEW THING.

The White-wash Tub—Harrison White-washed! Mr. RITCHIE: Your learned readers have all read of a Tale of a Tub, and of the tub thrown to the whale—but not many, learned or unlearned, have heard of the Whig's White-wash Tub. I will, therefore, undertake to give you a short history of it.

This wonderful tub, is quite a new invention—an ingenious contrivance of Whig philosophers, wherewith to transmute old Black Cockade Federalists into patent Republicans. The idea was, possibly, nay, probably, suggested by the Bank's Whitewashing Committee. Whether improved afterwards by Biddle or Noah, is not certainly known. Be this as it may, this paragon of tubs, was sent on some months ago, to the Editor of the Richmond Whig, with instructions how to use it. He, being a pretty apt and willing instrument of the inventors, became so skilled in the use of it, by the time Harrison reached Richmond, that he had scarcely put the first coat on the old North Bender, when the Whitewasher, in extacies, exclaimed, "I see the next President of the United States!" I see a man 10 years younger than Wm. H. Harrison! He then put on two coats more of the inimitable Whig whitewash, and turned the Old Fed. loose, a patent Republican! to bend his way, (North Bender like,) to be made a fool of by his brethren, Luke Tiernan, Nick Biddle, and Arthur Tappan—to disgrace the State of his nativity, and dishonor the people of Ohio, by suffering himself to be dragged about the Northern cities, by the harnessed slaves of Biddle, Tappan & Co.* This is the "Republican" in whom Pleasant sees the next President of the free sons of the South!!!

Having no further use for whitewash tub, in Virginia, "The Wig Central Committee, we may suppose, had it thrown into James River. When seen last, it was drifting off Cape Fear, for a port in North Carolina—whence, as is thought by some, it will be driven by a strong South-wester, into the Gulf Stream: Others think it will be met off Cape Lookout by a North-easter, and capsized. However this may be, one thing is certain—the White-wash Tub will never get back to old Virginia.

Yours, &c. POINT-NO-POINT.

Biddle, Tappan & Co. have a preparation at their great Wig Laboratory in Philadelphia, with which the whitewash may be taken clean off the North Bender, should they succeed in making him President, and he will be restored to his original Federal complexion.

LOOK OUT FOR LIES AND HUMBUGS!

We are on the eve of the most important Election. The Whigs are becoming desperate. Their prospects are nearly hopeless. NOW is the moment for any device they can invent—any misrepresentation they can raise—any humbug they can get up to deceive the people. We caution the public against such tricks. The times are rife with "inventions of cunning and effrontery."

Of this character is the "Astounding Disclosure," got up by the Baltimore Chronicle, and so eagerly seized upon, and circulated by the Whig organ in this City. It reports some lies, originally hinted at in the N. Y. Daily Advertiser, and which was of so gross a complexion, that the senior Editor of that paper thought himself bound to state, that it had been published during his absence. The story was intended to show that Mr. Van Buren had been guilty of cheating a Dutch neighbor. This story, dropt, as it was in the N. Y. Advertiser and contradicted at the time by the N. Y. Evening Post and Albany Argus, is now unblushingly revived by the Baltimore Chronicle, and eagerly propagated by the Richmond Whig.

We must caution the public to beware. This is to be the month of humbugs. Any thing to mislead the people—any coinage, however gross or however false, is to be circulated for effect at the polls in November.

Of the same complexion is probably, the following awful giving-out in yesterday's Whig:

"We have received from a friend in Baltimore, a letter of great interest on the Pennsylvania elections, which shall appear to-morrow. He traces results to a more deep seated cause than has met the eye—a cause which should eminently alarm the South, and prepare it for that fearful explosion, so long foreseen by the wise as one day inevitable."

Here, is no doubt, another humbug rod in pickle.—The result of the election in Pennsylvania, is now to be traced to some "deep seated cause," which has escaped the notice of every other observer—a "cause" which should eminently alarm the South, and prepare it for (some) fearful explosion!" Are you there, old Truepenny? More Panic! more Abolitionism, we presume! Some of the Northern Whigs ascribe their defeat to one cause, and some to another. The Philadelphia Gazette bunglingly traces it "to treasury gold and official dominion, extended by the office holders," &c. &c. The Compiler of this city, more justly says, the Whigs "ascribe their defeat to the intolerance and folly of the Anti-masonic party last winter." But here comes the wise Whig and his wiser Baltimore Correspondent, who brings up some strange "hobgoblin about the South.—In vain, they have seen Tappan and his crew arrayed against Mr. Van Buren—in vain they see the most active Anti-Van Buren paper in Philadelphia, edited by Friend Poulson, and his sect, also against him.—Still we are to have some insidious inventor, some cause too deep rooted for any man of ordinary discretion to perceive, now put forth to alarm the South, about some fearful explosion. The trick will not take. Sirs, depend upon it. This is the month of humbugs, and the people will be on their guard against all such humbugs.—Rich. Enq.

"Botty, your mistress is sick—get her a hot brick."

"Yes Ma'am! Most polite!"