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TERMS

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ELOQUENT AMERICANS.

From Knapp's Lectures on American Literature.

PATRICK HENRY.—Patrick Henry, of Virginia, was a natural orator, as some gifted speakers are called whose eloquence seems spontaneous, and is impassioned and free from the trammels of rules. It is said that he was a self educated man whose manner was his own, and was blessed with the power of utterance beyond most of those who had been taught in the groves of the academy. He felt deeply, and made others feel. His flashes of eloquence gave an electric shock to the audience, and these were managed with great skill, and repeated at his will; or by some sudden transition he let down his hearers to a common tone of feeling by the most felicitous illustrations or playful similes.—He was however more powerful in raising apprehensions than in allaying them. His eloquence was supported by his patriotism, and what in the warmth of debate he said he would do, he followed up in the coolness of reflection; and if not as powerful, was as fearless with his sword as with his tongue. His eloquence was not elaborate, nor his speeches long. His audience easily understood him, and his speech was ended before any part of them were tired of hearing him. His patriotism and his eloquence have had ample justice done them by his learned biographer.

JAMES MADISON.—Another of the same state, Mr. Madison, exhibited a different style of eloquence. He had no passion, no majesty of tone, no vehement gestures, nothing of that war horse spirit of his coadjutors, Patrick Henry; his was the smooth, but manly current of thought. It was philosophy, reasoning upon rights, and explaining duties, and teaching his hearers how to prepare for exigencies. He saw all things in a clear light, without enthusiasm or agitation. His speaking resembled his writing; his lines were all straight, his letters uniformly made, his spelling accurate, and his punctuation perfect. He was never off his guard; but self-possessed, he spoke until he was satisfied that he was fully understood, and then he left his arguments to work out their proper effect, without showing any anxiety for himself or them; perhaps there never was a man, who spoke so often, that spoke so much to the purpose as Mr. Madison. His eloquence was one of those deep, silent, regular flowing rivers, that has no narrows, shoals, or cataracts, but winds its way in peace and dignity to the ocean. He possessed such an equanimity of temper, that he was always ready for debate, and always acquitted himself well; and if he did not rise so high in his eloquence at times, as those who wait for inspiration, he never, like them, was liable to disappoint his hearers by inate voices, when the spirit ceased to agitate them. Mr. Madison is still living, the Nestor among orators.

ALEXANDER HAMILTON.—The eloquence of Alexander Hamilton differed from the preceding orators which we have named. He arose deeply impressed with his subject; and often, in the onset, seemed a little agitated, a slight tinge of modesty crossed his cheek, but it was only the fear of himself, the only fear a man of genius and learning can ever have, when master of his subject. He made as few points in his case as possible, stated these in a clear and forcible manner, and spread them before the assembly, court, or jury, with great perspicuity and elegance. He never descended below the dignity of argument to catch popular applause, nor ever suffered himself to be borne away from the course of his reasonings by irritation and passion. There was temperance, method, and judgment in all his speeches; and when he closed there was nothing to mend, and but little to add. But the great charm of his eloquence, after all, was the conviction, in every mind, of the speaker's sincerity; there was a window in his breast, and all the pulses of his heart were distinctly seen, beating in the regular movements of honor. His eloquence was fascinating, as well as commanding; his person was not large, but dignified and graceful. The compass of his voice was extensive; its tones were not loud nor vociferating, but his enunciation was so clear that he had the advantage over many, in the largest assemblies, whose lungs were much stronger than his. No one, whatever might be his grade of intellect, ever heard him without delight; and no good judge, without feeling that he had been listening to a gentleman, a scholar and a patriot, as well as an orator. He died in the prime of manhood; and the tears of his friends and political enemies trickled together on his grave as a tribute to the mighty head.

FISHER AMES.—Fisher Ames has been, perhaps, more celebrated as an orator than any other American, except Patrick Henry; but it is not our object to make comparisons between the distinguished men who have graced the annals of our eloquence. The person of Ames was tall, thin and interesting; his face was not what might be called handsome, but agreeable, and full of soul. The style of his eloquence was flowing, warm, and copious, and certainly partook more of the Roman than of the Grecian orator. His manner was bland, but earnest, and his whole demeanour calculated to attract the attention of all eyes. His voice was musical, and he had the command of it from the highest to the lowest note; and in all its variations it was free from monotony or false tone; for a sweet voice, he had less of sibilation than most of our orators, an evil that foreigners complain of in our language. His imagination was creative, and at his bidding new scenes arose, new beings lived increased as he chose, and faded away at his will. He struck his hands across the chords of the hearts of his audience, and all was harmonious to his touch; but the plaintive measures were most congenial to his mind: he had nothing dark or sullen in his constitution, but there was a soft and gentle gloom that often intermingled with the light of his mind, which gave the shade of the sanctuary to the outpourings of his heart. He mourned to think that he could not fully impress on the minds of others what he forenoded for his country; the common fault of a sensitive patriot.—The diseases of his corporeal frame entered deeply into his mind; and amid troublesome times he mingled dark auguries for the nation. He saw, in his imagination, the myrmidons of France sweeping over his country with rapine, fire and dagger, and the conflagration of cities filled his eyes, and the screams of ravished virgins his ears.

His countrymen seemed to him in a state of amazing apathy; and he grew almost frantic at the thought; but he mistook their cool, brave and persevering character, for want of discernment and feeling. His warning appeals, as he thought them, were all wasted on the winds, although every one listened to him with profound respect and admiration. His friends and neighbours flocked around him, as a being of wonderful powers and superior sagacity; but from their habits of reasoning for themselves, they thought that all these evils might not come, and they would wait the providence of God in this as in other things; but the honor and honesty of the great man they never doubted, for he was to them an angel of light; crowded with all his gloomy thoughts for his country, he sunk to the grave; but his admirers never lost one particle of their veneration for the genius and virtues of the man.

OFFICIAL DOCUMENT.

COMMERCE AND NAVIGATION OF THE UNITED STATES.

Received by the Senate on the 5 h February.

TREASURY DEPARTMENT,
Register's Office, Feb. 3, 1830.

SIR: In conformity to the provisions of the act of Congress of the 10th February, 1820, entitled 'An act to provide for obtaining accurate statements of the Foreign Commerce of the United States,' I have the honor to transmit herewith, the following statements of the Commerce and Navigation of the United States, during the year ending on the 30th day of September, 1829, viz:

1. A general statement of the quantity and value of merchandise imported into the United States from the 1st October, 1828, to the 30 h September, 1829.

No. 2. A summary statement of the same.

No. 3. A general statement of the quantity and value of foreign articles exported.

No. 4 A summary statement of the same.

No. 5 A general statement of the quantity and value of domestic articles exported.

No. 6 A summary statement of the same.

No. 7 A general statement of the quantity of American and foreign tonnage entered into the United States.

No. 8. A general statement of the quantity of American and foreign tonnage departed from the U. States.

No. 9. A statistical view of the commerce and navigation of the U. States

No. 10. A statement of the commerce and navigation of each State and Territory; and

No. 11. A statement of the quantity of American and foreign tonnage entered into and departing from the several districts of the United States.

From these statements it appears that the imports during the year ending the 30th September, 1829, have amounted to $74 492,527, of which amount, $69,325.552 were imported in American vessels, and $5.166,975 in foreign vessels.

That the exports have, during the same period amounted to $72 358,671 of which $55,700 193 were of domestic produce, and $16,658.478 of foreign produce; that of domestic articles, $46.974 554 were exported in American vessels, and $8.725 639 in foreign vessels; and of the foreign articles, $15.114 887 were exported in American vessels, and $1,543.591 in foreign vessels. That 872.949 tons of American shipping entered, and 944,799 cleared from the ports of the United States; and that 130,743 tons of foreign shipping entered, and 133,006 cleared during the same period.

These statements have been prepared agreeably to the provisions of the act before referred to. The articles exported, have been valued at their actual cost on the value they bore at the time of exportation in the several ports of the United States, from which they were exported, and the articles imported were valued at their actual cost, on the value which they bore in the foreign ports from whence they were imported into the United States, at the time of exportation.

I have also the honor to transmit the annual statements of the district tonnage of the United States, for the year ending on the 30th December, 1828 (Nos. 12, 13 and 14

	Tons. 95ths.
The registered tonnage as corrected at this office for the year 1828, is stated at	812,619 37
The enrolled and licensed tonnage stated at	842,904 76
The fishing vessels at	85,867 69
	1,741.391 87

The tonnage on which duties were collected during the year 1828, amounted as follows:

The registered tonnage employed in foreign trade, paying duty on each voyage	823,732 87
The enrolled and licensed tonnage employed in the coasting trade, paying duty annually; also,	
Registered tonnage employed in the coasting trade, paying duty on each entry	784,052 78
Fishing vessels the same	97,465 88
Duties were also paid on tonnage owned by citizens of the U. States, engaged in foreign trade not registered	1,047 77
Total amount on which duties were collected	1,706,939 45

Of the registered tonnage, amounting as before stated to 812,619 37 tons, there were employed in the whale fishery 54,621 08

Enrolled and licensed tonnage, also in the whale fishery 180 34

Amounting to 54,801 42

I beg leave to subjoin a statement (marked A) of the tonnage for the year 1828, compared with the amount thereof, as exhibited in the preceding annual statement for the year 1827, with notes in relation to the increase of the registered and enrolled tonnage, respectively, in the year 1828. By this statement it appears that the total amount of vessels built in the several districts of the United States, during the year 1828, was

	Tons. 95ths.
Registered tonnage,	45,716 66
Enrolled do	52,658 87
	98,375 58

I have the honor to be,
Very respectfully,
Your obedient servant,
T. L. SMITH, Register.

Hon. SAML. D. INGHAM,
Secretary of the Treasury.

The following recapitulation of a statement, taken from an Official Document, will shew what was the general state of the Bank of the United States, on the first day of December last (the latest date of the statements laid before Congress.)

CR.

Funded debt U. States, various		$11,635,290 90
Bills discounted on personal security $1,126,407 30.—Funded debt 251,-128 88—Bk. stock 1,120.964 90	32,498,501 08	
Domestic bills of exchange	7.718,020 03	
		40,216,530 11
Foreign do		259,058 12
Real estate		2,727,046 18
Baring, Brothers & Co and Hottinger & Co.		963,378 75
Due from Bank U. States and offices	16 281,689 09	
Do State Banks	2.149,943 68	
		18,431.631 77
Do U States		5,267 32
Do J. A. Buchanan and J. W. McCulloh		612,760 44
Losses chargeable to the contin'g fund		2,551,693 86
Deficiencies		135,298 02
Banking houses, bonus pr mium &c.		1,444,401 89
Expenses		199,499 29
Cash, viz. notes of United States and offices	12,589,672 80	
Do do State Banks	1,405 817 30	
Specie	7,251,782 78	
		21,247,272 88
Mortgages, &c.		189.103, 87
Navy Agent Norfolk		40,14417
		$100 668.367 54

DR.

Capital Stock		$34,996,269 63
Notes issued		27,587,793 76
Discoun', exchange and interest		1,374,215 11
Foreign exchange		13 723 98
Dividends unclaimed		80,579 85
Profit and loss		1,497,350 36
Contingent fund		4,974,557 91
Due to Bank U. S. and offices	14,917 012 52	
Do State Banks	1.179 577 24	
		16,096,589 76
Redemption of public debt		517,820 50
Deposits of Treasurer U. States	6,743.665 25	
Deduct overdrafts and special deposits	230,851 99	
	6,512,813, 26	
Deposits of public officers	801,029 79	
Deposits of individuals	6.260,618 63	
		13,574,461 68
		100,668,367 84

Bank U. States, Dec. 1, 1829.
W. M'ILVAINE, Cashier.

MINT OF THE UNITED STATES,
Philadelphia, 26th Jan. 1830.

SIR: Conformably to general instructions from the Treasury Department, assays have been made of the following foreign coins, the result of which is now respectfully communicated.

GOLD COINS.

From the assayer's report, it appears that the gold coins of Great Britain contain 22 parts of fine gold in 24 parts: those of Portugal 21 31 32 parts of fine gold in 24 parts: those of France 21 10 16 parts of fine gold in 24 parts: and those of Spain 21 parts of fine gold in 24 parts.

The value per pennyweight of the gold coins of Great Britain, deduced from the above assay, is, like that of the gold coins of the U. States 88 88 100 cents; that of the gold coins of Portugal 88 76 100 cents; that of the gold coins of France 86 37-100 cents; and that of the gold coins of Spain 84 84-100.

The above values are conformable to the general results of former assays, except in regard to the gold coins of Spain, in relation to which, irregularities have, not unfrequently been noticed before. This assay was of the coinage of 1824, the latest that has been obtained for trial. It indicates a value per pennyweight about half a cent higher than the general estimate founded on an average of former assays, which may be stated at 84 28-100

SILVER COINS.

Spanish milled dollars appear by the Assayer's report, to contain 10 ounces 15 pennyweights, 12 grains of fine silver in 12 ounces.

Standard silver of the U. States contains 10 ounces, 14 pennyweights 4 5-13 grains of fine silver in 12 ounces, and according to the weight denomination and value of our silver coins as established by law, is worth 115 38-100 cents per ounce.

The value per ounce of the Spanish milled dollars, as deduced from the above assay thereof, is 116 1 10 cents. Their value by tale, according to the average weight of those coin hitherto deposited at the Mint may be estimated at nearly 100 cents, 3 mills, the value stated in my last report.

I am, with great respect, your obedient servant, SAMUEL MOORE.

Hon. S. D. INGHAM,
Secretary of the Treasury.

LIFE ON BOARD A MAN OF WAR.

From a book under this title published in London, and confined principally to the events preceding, pending and following the battle of Navarino, we find in the London Literary Gazette the following extracts.

The following scene on board the Genoa, after the fight, is very forcible:

"I found some of the men engaged in burying Rooney, the only man killed who had a wife aboard. Mrs. Rooney sat on the truck of a gun, her face hid in her hands. As they proceeded to put him overboard, she started up, and told him to stop a few minutes; she then went down upon her knees, and, stroking back his curly hair, patted his cheek, exclaiming, 'Poor Jem! poor Jem!' Then clasping her hands together, she rose, but immediately dropped down senseless upon the deck. Four of the men carried her to her birth, while I bent my way to my own mess. The deck was quite dark, save the glimmering light of a candle here an there, stuck in a purser's lantern suspended from the battens. When I came to my birth I was welcomed by the whole of the mess more like a brother than a shipmate; but this day made us all brothers; feuds and animosities were buried in forgetfulness; and many who had entertained bitter hatred of one another would be seen shaking the hands of friendship together. I took my seat, and commenced looking about to see if any of the old familiar faces were missing: but it was difficult to recognize my messmates in the curious group of ferocious looking banditti that surrounded me. They were all dressed in shirt and trowsers, and handkerchiefs round their heads, and pistols and cutlasses at their belt. Their faces were black with smoke and gun-powder, and several who had been wounded with spliaters had large plasters about their cheeks. To heighten the effect, gleams from the blazing Moslem vessels cast every now and then a red glare into the birth. I found, on inquiry, that two of my messmates besides Morfiet were killed. We talked of the behaviour of the ship's company, and the probable consequence of the battle. Tom Elliot came down with a monkey of wine, and said, 'D'ye see shipmates the purser's steward has filled the monkey up to the brim! now, come, we shan't be sogers. Hand us the tot from the inside there, and let us all drink round.' We drank to the memory of our good old captain, and all who fell on this glorious day. I found the wine revive me greatly, and soon went on deck to have a view of the scene of battle, by the light of the Turkish fleet, that was blazing in all quarters."

The following is also characteristic:—

"The Turkish vessels still continued to burn and the discharge of their heated guns, at intervals, sounded like minute guns lamenting the devastation of the day; while the gentle breeze that began to blow at night, as it whistled through the tattered remains of our rigging, seemed to mourn for the brave men who had fallen, and who now lay 'full many a fathem deep, in the blue waters. About 10 o'clock I heard a melancholy voice right under our stern, crying 'Ali! Mahomet!' Jack Mitchell and I rose, and, looking under the stern, we saw two Turks clinging to the rudder, and sending forth their ejaculations for God and Mahomet to save them. We could offer them no assistance, for strict orders had been given not to allow any of the enemy to come aboard. The poor fellows seemed as if they could not hold on long, to about 5 minutes one let go and soon after the other, both sinking in the water with the half-articulated cry of 'Ali! Ali!' Mitchell returned and stretched himself on the deck, saying with an effected air of indifference, that he would be blessed if he would be again disturbed in his snooze for all the Hometans in Christendom'"

Another affecting extract, and we have done.

"The morning before we reached the island Sicily, Captain Moore of the the marines, who had been wounded in the action of the 20th, died; his wound, which I believe was in the thigh, having mortified.—He was an old man, and as much beloved by his own men as the commodore had been by us. A coffin was made, perforated with holes, and the body deposited in it along with shot and bags of wet sand, to make it sink. It was laid covered by a union Jack on a grating, fixed against the ship's side, the outer edge of which was raised to a level by two ship-ropes held fast by two men, so that at the word being given, by letting go the slips, the grating drooped like a hinged door against the side, and the coffin would fall into the sea. The order was given to toll the bell, and the ship's company and officers, in full uniform, mustered, all hats off, on the upper deck, as near as they could to the gangway; the fore and main chains were crowded, and all stood in respectful silence to see the coffin consigned in the deep. A file of marines was ranged on the gangway, to fire three volies over their commander. The chaplain commenced the funeral service for a person buried at sea. 'Not a sound was heard,' but the breaking of the water on the weatherbow, while the solemn voice of the chaplain rose at intervals, and seemed to be borne along on the winds. When he came to the passage, 'We commit his body to the deep,' the slips were let go, and the coffin sunk into the white-topped wave that ran under the lee of the ship. The marines fired three rounds over him; and this concluded the funeral of Captain Moore, who was buried nearly opposite the cloud capt top of Mount Etna.

UNITED STATES NAVY.

Statement of the United States Vessels of War, now in commission, their disposition, &c.

IN THE MEDITERRANEAN.

Delaware 74, Commodore Wm. M. Crane, sailed on the 19th of February, 1828; ordered home.

Java 44, Commodore James Biddle, sailed on the 7th June, 1827.

Constellation 36, Captain A. S. Wadsworth, sailed on the 12th August, 1829.

Warren 18, Master Commandant Charles W. Skinner, sailed on the 23d Feb. 1827.

Lexington 18, Master Commandant Wm. M. Hunter, sailed 19th May, 1827.

Ontario 18, Master Commaddant Thos. Holdup Stevens, sailed 21st August, 1829.

Fairfield 18, Master Commandant Foxhall A. Parker, sailed 20 h August, 1828.

IN THE PACIFIC.

Gurriere 44, Commodore Chas. C. B. Thompson, sailed 14th February, 1829.

Vincennes 18, Master Commandant Wm. B. Finch, sailed 31st August, 1826.

St. Louis 18, Master Commandant John D. Sloat, sailed 14th February, 1829.

Dolphin 12, Lieutenant Commandant John P. Zantinger sailed in 1821.

IN THE WEST INDIES.

Hornet 18, Master Commandant Otho Norris, sailed 5th February, 1829.

Erie, 18, Marter Commandant David Conner, sailed 2d November, 1829.

Peacock 18, Master Commandant Edward R. M'Call, sailed 26th Sep. 1829.

Natchez 18, Master Commandant Alexander Claxton, sailed 9th July 1829.

Falmouth 18, Master Commandant C. W. Morgan, sailed 20th January, 1828.

Grampus 12, Lieutenant Commandant Wm. K. Latimer, sailed 24th May, 1828.

Shark 12, Lieutenant Commandant Thomas T. Webb; sailed 5th Nov. 1828.

ON THE COAST OF BRAZIL.

Hudson 44, Commodore Stephen Cassin, sailed 27th September, 1828.

Vandalia 18, Master Commandant John Gallagher, sailed 16th Dec. 1828.

Navy Department, 1st Dec. 1829.

Statement showing the present state and condition of the U. States' Vessels of War now on the stocks, and those in ordinary and repairing, at the several Navy Yards.

PORTSMOUTH, NEW HAMPSHIRE.

Alabama.—Ship of the Line. This ship requires thirty strakes of plank on each side to complete the carpenters' work of the hull.—Masts and spars nearly finished. Progress has been made in finishing her inboard works. She can be prepared for sea in about three months.

Santee.—Frigate of the first class. This ship requires twenty-three strakes of plank on each side to complete the carpenters' work of the hull. Masts and spars complete, excepting a few spare spars. Progress has been made in her inboard works; she can be prepared for sea in about three months.

Concord.—Sloop of the first class. This ship is finished, and has her lower masts in.—She can be ready for sea in ten days.

BOSTON.

Virginia.—Ship of the Line. This ship can be prepared for sea in four months. Her hull is nearly complete. Progress has been made in her gun carriages, masts, spars, and inboard works. One suit of square sails made. Tanks, ballast, cannon, and anchors provided.

Vermont.—Ship of the Line. This ship can also be prepared for sea in four months. Her state and condition is nearly the same as the Virginian

Cumberland.—Frigate of the first class.—This ship is planked inside and outside to the spar deck sills, excepting a few strakes left out for the circulation of air. Orlop, birth and gun decks nearly laid. Spar deck framed, and kneed. Progress has been made in the masts and spars; one suit of square sails made; boats, partly built; tanks, cannon, ballast, and anchors provided. This ship can be completed in three months.

Columbus.—Ship of the Line. The hull of this ship requires considerable repairs to fit her for sea. Her bottom requires examination, and perhaps coppering; to be caulked throughout.—She may be equipped for sea in seventy-five days.

Independence.—Ship of the Line. The frame of this ship is believed to be sound, but she will require new decks, outside planks, galleries, head and part of inside plank; new spars, caulking and coppering.

Constitution.—Frigate of the first class. Frame, generally, is believed to be sound, but she requires new outside plank, from the wales inclusive, to the rail, new ceiling in the hold, new birth, and orlop decks, beams and knees, spar deck plank, galleries, head caulking and coppering.

NEW YORK.

Sabine.—Frigate of the first class. Is nearly complete in her hull; masts and spars made; joiners' work ready for putting up. It will require four months to complete this ship.

Savannah.—Frigate of the first class. Is nearly complete in her hull; masts and spars nearly finished; joiners' work ready for putting up. It will require four months to complete this ship.

Ohio.—Ship of the Line. The outside plank of the ship from the water to the rail, and part of the inside plank, are decayed. She requires considerable repairs. It will take five months to repair the ship.

Washington.—Ship of the Line. A part of the frame of this ship being white oak is decayed. The outside plank from the water to the rail, and nearly all the inside plank are decayed; she will require caulking throughout and coppering. Six months will be required to repair this ship.

Franklin.—Ship of the Line. The plank on this ship is nearly in the same state as that on the Washington; she will require caulking throughout and coppering. Five months will be required to repair this ship.

United States.—Frigate of the first class. Part of the ceiling orlop deck beams, knees and wales are decayed; she requires caulking, and her copper to be repaired; masts and spars defective. 70 days will be required to repair this ship.

Boston.—Sloop of war of the first class. Some decay has been discovered in the wales of this ship; she requires caulking, and to have the copper examined. 30 days will be required to repair this ship.

PHILADELPHIA.

Pennsylvania.—Ship of the Line. This ship is planked to the spar deck port till, excepting a few strakes left out for air. The orlop lower and middle gun decks are laid; the upper gun decks and spar decks are partly laid; the laying of the decks, planking between the spar deck ports, building the head and galleries, making the port shutters and rudder, is the principal work to be done, excepting the caulking and coppering. This ship may be launched in six months.

Raritan.—Frigate of the first class. The hull of this ship is nearly completed; the head, galleries, port shutters, and rudder, is the principal work now to be done, excepting caulking and coppering; she may be launched in three months.

Cyane.—Sloop of war. This ship requires heavy repairs, inside and outside.

Sea Gull.—Receiving ship. In good order.

WASHINGTON.

Potomac.—Frigate of the first class. This ship is complete in her hull, masts, and spars, gun carriages and boats nearly complete; some decay has been discovered in the wales of this ship, and it may be necessary to renew a part of them. Can be fitted for sea in three months.

Columbia.—Frigate of the first class. This ship has fourteen strakes of plank on each side; orlop, and births' decks laid, and gun deck partly laid.

NORFOLK.

New York.—Ship of the Line. To complete the hull of this ship several strakes of

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