

# The Sumter Banner.

DEVOTED TO SOUTHERN RIGHTS, DEMOCRACY, NEWS, LITERATURE, SCIENCE AND THE ARTS.

RICHARD M. DYSON, Esq., Editor. W. M. J. FRANCIS, Proprietor.

"God—and our Father Land."

TERMS—Two Dollars Per Annum In Advance.

VOL. IV.

SUMTERVILLE, S. C. APRIL 17, 1850.

NO. 25.

## THE BANNER:

### TERMS:

Two Dollars in advance, Two Dollars and Fifty-cents at the expiration of six months, or Three Dollars at the end of the year. No paper discontinued until all arrears are paid, unless at the option of the Proprietor. Advertisements inserted at 75 cts. per square, (14 lines or less,) for the first and half that sum for each subsequent insertion. The number of insertions to be marked on all Advertisements or they will be published until ordered to be discontinued, and charged accordingly. One Dollar per square for a single insertion. Quarterly and Monthly Advertisements will be charged the same as a single insertion, and semi-monthly the same as new ones. All Obituary Notices exceeding six lines, and Communications recommending Candidates for public offices or trust—or puffing Exhibitions, will be charged as Advertisements. All letters by mail must be paid to insure punctual attendance. Rev. Frederick Rust, is a travelling Agent for this paper, and is authorized to receive subscriptions and receipt for the same.

## THE COTTON CROP.

We take the following from the New York Herald's 'Money article' of the 18th inst. It may be interesting to many of our readers; to see a correct account of the per centage of receipts of the crop at the same date for the last eight years. The Herald's table is carefully made up from the New Orleans Price Current, which is the best authority in the matter of receipts, of any publication in the country. The table below is made up to the last Saturday in February, in each year.

COTTON CROP OF THE UNITED STATES—TOTAL AND PARTIAL RECEIPTS.

Years.	Crop.	Receipts.
1841-42	1,515,000	1,015,000
1842-43	1,475,000	1,015,000
1843-44	1,475,000	1,015,000
1844-45	1,475,000	1,015,000
1845-46	1,475,000	1,015,000
1846-47	1,475,000	1,015,000
1847-48	1,475,000	1,015,000
1848-49	1,475,000	1,015,000
Years.	Total Crop (Texas included).	
1841-42	1,700,000	
1842-43	1,400,000	
1843-44	1,400,000	
1844-45	1,400,000	
1845-46	1,400,000	
1846-47	1,750,000	
1847-48	2,350,000	
1848-49	2,725,000	
Years.	Proportion total crop received.	
1841-42	61 48-100 per cent.	
1842-43	68 10-100 do.	
1843-44	58 87-100 do.	
1844-45	57 08-100 do.	
1845-46	59 47-100 do.	
1846-47	70 05-100 do.	
1847-48	54 08-100 do.	
1848-49	61 51-100 do.	
Years.	Average per centage for eight years.	60 95-100 do.

Of the present crop, the receipts are about 1,570,000 bales to the present date; but as compared with the date above, only about 1,470,000 bales. If the same amount as the average for eight years is delivered of this crop, it would prove to be 2,125,000 bales. If the crop is in at the ports in the ratio of 1846-47, the short crop season, viz: 71 per cent, this crop would not succeed 2,030,000 bales. If the deliveries have been, as many suppose more rapid than those of that season, and quite 75 per cent, the crop would be 1,990,000 bales. The season has now reached a point that enables us to judge whether the crop is a short one, say 2,100,000 bales and less; or a moderate one, say 2,200,000 bales and upwards; and with the sincerest desire to ascertain the true figure, as nearly as possible, we have given the table at the top; and when we reflect that we have had three months of uncommonly dry weather, and high prices through all the picking season, and that the mild winter hastened the melting of the snows on the principal tributaries of the Mississippi, and the most of the Western rivers have been in a stage to admit of the largest class of boats running, we think there has existed greater inducements to bring out Cotton this season than during 1846-47; and unquestionably far greater inducements than during the average of the last eight seasons; therefore, we can see ground for supposing it possible this crop can exceed 2,100,000 bales, and we fear it may prove to be far less.—*Macon Telegraph.*

Without action, thought can never ripen into truth. Whilst the world hangs before the eye as a cloud of beauty, we cannot even see its beauty. Inaction is cowardice. The preamble of thought, the transition through which it passes from the unconscious to the conscious, is action. Only so much do I know as I have lived. Instantly we know those whose words are loaded with life, and whose not.

## TO DEATH.

FROM THE GERMAN OF GLUCK.  
Methinks it were no pain to die,  
On such an eve when such a sky  
O'erhangs the West.  
To gaze my fill on you calm deep  
And, like an infant, fall to sleep.  
On earth, my mother's breast.  
There's peace and welcome in you sea  
Or endless blue tranquillity.  
The cloudy living things;  
I trace their veins of liquid gold,  
I see them solemnly unfold.  
Their soft and drowsy wings.  
These be the angles that convey  
Us weary children of a day—  
Life's tedious nothing o'er—  
Where neither passions come, nor woes,  
To vex the genius of repose.  
On death's majestic shore.  
No darkness there divides the way  
With scintling dawn and dazzling day.  
But gloriously serene  
Are the interminable plains:  
One fixed, eternal sunset reigns  
O'er the wide, silent scene.  
I cannot doff all human fear:  
I know the greeting is severe  
To this poor shell of clay:  
Yet come, O Death! thy freezing kiss  
Emancipates! thy rest is bliss!  
I would I were away.

## Miscellaneous.

### SKETCHES

#### OF THE

#### NAVAL BATTLES

#### OF THE

#### UNITED STATES NAVY,

#### FROM THE TIME OF THE AMERICAN REVOLUTION TO THE PRESENT DAY.

#### NO. IV.

On the 3d of September, the bomb-ketches being repaired, and also the damages sustained by the other vessels in the action on the 27th of August, the Commodore resolved on another attack. The action commenced between three and four o'clock, and soon became general. As the American gun-boats bore down, the boats and galleys gave away, and retreated under cover of the musketry, on shore. The brig, schooners and gun-boats, pursued as far as the depth of the water would permit, and within musket-shot of Fort English. The action in this quarter was divided. The British gun-boats engaged the Commodore's frigate. The other division engaged with the Tripolitan boats and galleys.

The two bomb-ketches, while throwing their shells into the town were exposed to a direct fire from the battery's castle, from the crown, mole, and several other batteries. The Commodore, perceiving their danger, ran his ship between them and the batteries, within musket shot. Seventy guns were brought to bear on him from the batteries. But he discharged eleven broadsides with so much effect, that he silenced the principal batteries, and injured the others, and also the town considerably. The wind veering to the northward and it beginning to blow fresh, the Commodore, at half past four P. M., gave signal to retire from the action under cover of the Constitution. Though the frigates and vessels were much damaged in this engagement, not a man was lost.

The bomb-vessel, commanded by Lieutenant Robinson, had all her shrouds shot away, and was so much damaged in her hull, as to be with difficulty kept above water. The Argus received a thirty-two pound ball in her hull. It cut away her lower cable as it entered, which so completely destroyed its force, that it fell the deck without doing any injury.

Commodore Preble, had for some time contemplated sending a fire-ship into the harbor, in order to destroy the flotilla, and injure the town. Captain Somers volunteered his services. He, with the assistance of Lieutenants Wadsworth and Israel, fitting out the ketch Intrepid for the expedition. One hundred barrels of gunpowder and one hundred and fifty shells were placed in the hold. Fuses and combustibles were so applied as not to endanger a retreat.

On the evening of the 4th of September, Captain Somers chose two fast rowing boats, in order to bring off the people after the vessel should be set on fire. His own boat was manned by four men from the Nautilus and six from the Constitution, with Lieutenant Wadsworth. At eight they parted from the squadron, and stood into the harbor. They were conveyed by the Argus. Vixen and Nautilus, until arrived within a short distance from the batteries.

On entering the inner harbor, and near the point of her destination, the fire ship was boarded and carried by two galleys of one hundred men each. At this moment she exploded with the most awful effect. Every battery was silenced. Not a gun was fired during the remainder of the night. There is every reason to suppose that captain Somers, on perceiving no means of escape left, and that he should inevitably be doomed to an ignominious captivity, heroically resolved to die, and with his own hands set fire to the

train, when himself, his companions, and the enemy, met a common death.

After, this nothing material occurred until September 9th, when the long expected squadron, under Commodore Barron, joined the one before Tripoli. Here ended the command of Commodore Preble, so honorable to himself and his country. All joined in praising his distinguished merit. The Pope made a public declaration, that, "the United States, though in their infancy, had in this affair, done more to humble the anti-christian barbarians on that coast, than all European States had done for a series of time." Sir Alexander Ball, a distinguished commander in the British navy, addressed Commodore Preble as follows:—"I beg to repeat my congratulations on the services you have rendered your country, and the hair-breadth escapes you have had in setting a distinguished example. Your bravery and enterprise are worthy of a great and rising nation. If I were to offer my opinion, it should be, that you have done well not to purchase a peace with the enemy. A few brave men have indeed been sacrificed; but they could not have fallen in a better cause; and I even conceive it advisable to risk more lives rather than submit to terms which might encourage the Barbary States to add fresh demands and insults."

After the junction of the two squadrons, Commodore Preble obtained leave to return home. This he did with the greater pleasure, as it would give the command of a frigate to Captain Decatur. On his return to the United States, he was received and treated every where with distinguished attention, which he so fully merited. Congress voted him their thanks, and requested the President to present him with an ensign.

## RENCOUNTER OF THE PRESIDENT AND LITTLE BELT.

Pursuant to instructions from the navy department, on the 10th of May, 1814, Commodore Rodgers, commanding the frigate President, sailed from Annapolis for New York. On the 16th about, noon and within six leagues from land, a sail was discovered to the eastward, standing towards the President. The Commodore perceived it to be a man-of-war; and supposed it to be the British frigate Guerriere, which frigate, it was also supposed, had a few days before, impressed a boy from on board an American brig, near Sandy Hook. Commodore Rodgers, considering it his duty to know the names and character of all foreign vessels hovering on the coast, resolved to speak her. He also hoped, that, if she proved to be the Guerriere, he might prevail on her commander to relinquish the young man. At half-past three, the Commodore perceived his ship to be gaining upon the chase, but the wind decreasing, he did not come up with her till it was too dark to discover her actual force; nor could he discover what nation she belonged, as she declined showing her colors. At fifteen or twenty minutes past seven, the chase took in her studding sails, and soon after hauled up her courses. She then hauled by the wind on the starboard tack; and at the same time, hoisted an ensign or flag at her main-mast peak. It was, however, too dark to discover what nation it represented. Her broadside was now for the first time presented to view. Though her appearance indicated a frigate, darkness prevented her actual force being ascertained.

At twenty minutes past eight, the President being a little forward of the weather beam of the chase, and distant between seventy and a hundred yards from her, the Commodore hailed, "What ship is that?" To this no answer was given; but the question was repeated from on board the chase. After a short pause, the question was repeated by the Commodore and immediately a shot was fired into the President. Just as the Commodore was about giving orders for a shot to be fired in return, one was actually fired from the second division of the President. This was returned from the other vessel, by three guns in quick succession, and soon after, by the remainder of his broadside and musketry. The Commodore then gave a general order to fire. The fire from the President having, in a few minutes, produced a partial silence of the guns of the other vessel, the Commodore gave orders to cease firing, judging that she must be a ship of very inferior force, or that some untoward accident had happened to her. This order Commodore Rodgers soon had reason to re-

gret. The fire was renewed from the other vessel, and two of its thirty-two pound shot cut off one of the fore shrouds and injured the fore-mast of the President. He therefore immediately ordered a recommencement of the fire. It continued for a few minutes, when the Commodore perceiving his opponent's gaff and colors down, his main-top-sail yard upon the cap, and his fire silenced, again ordered the firing to cease, to prevent a further effusion of blood. After a short pause, perceiving his adversary was not disposed to renew the action, the Commodore again hailed, and was informed that she was a British ship; but from the wind blowing fresh, he was unable to learn her name.

Commodore Rodgers, having informed the British commander of the name of his ship, gave orders to wear; to run under the lee of the British ship; to haul by the wind on the starboard tack; to heave to under the top-sails; and repair the little damage that had been sustained in the rigging.

The President continued lying to all night on different tacks, with lights displayed, that the British vessel might better discern her position, and command any assistance that she might require during the night. At day light she was discovered several miles to leeward. The Commodore gave orders to bear up and run down to her under easy sail. After hailing her, he sent a boat on board, with lieutenant Creighton, to learn the name of the ship and her commander, with instructions to ascertain the damage she had sustained, and to state how much he regretted, on his part, the necessity that led to so unhappy a result, and to offer every assistance in his power.

Little Belt, captain Bingham, on shipboard, declined accepting any assistance. The Little Belt had nine men killed and twenty-two wounded. No one was killed on board the President, and only a boy wounded.

Captain Bingham's account differs materially from the preceding statement. He denies having fired the first gun; asserts that the action lasted quarters of an hour; and even intimates that he had gained the advantage in the contest. Commodore Rodgers' account, from which the one here given is taken, was confirmed by all his officers and crew, on their solemn oath, before a court of inquiry. The court also confirmed all the particulars of his statement, after a long and minute investigation.

## THE PRESIDENT AND BELVIDERE.

A formal declaration of war against Great Britain was passed by Congress on the 18th of June, 1812, which was proclaimed by the President of the United States on the following day. On the 21st Commodore Rodgers, having received official information of the event, set sail from New York, accompanied by the frigates United States and Congress, and the brigs Hornet and Argus, in search of a British fleet of merchantmen, which had sailed from Jamaica the preceding month. The following night information was received of the Convoy from an American frigate, which had passed them four days before, and the squadron crowded all sail in pursuit.

The next morning, however, their course was altered by the appearance of the British frigate Belvidere, to which the Commodore immediately gave chase. The pursuit continued from six in the morning, till past four in the afternoon, when the President, having got within gun-shot commenced a fire with the bow chase guns at the spars and rigging of the Belvidere, in hopes of crippling her so as to enable them to get along side. The Belvidere returned the fire of the President with her stem guns, and the firing was kept up without intermission for about ten minutes, when one of the President's chase guns burst, by which unfortunate accident sixteen men were killed and wounded; among the wounded was Commodore Rodgers, who had his leg fractured. By the bursting of the gun, and the explosion of the passing box, from which it was served with powder, both the main and main and forecastle decks were so much shattered as to prevent the use of a chase gun, on that side for some time. Orders were therefore given to veer the ship, and a broadside was fired in the hope of disabling the spars of the enemy but this did not succeed. Considerable damage, however, was done to the rigging and the stern. The utmost exertion was now used on board the

President, by wetting the sails, &c., to gain ground of her opponent; but without success. A constant firing was kept up from both ships, until about seven o'clock; when the Belvidere, having cut away her anchors, started a number of water casks, and thrown overboard her boats and everything that could be spared, got out of the reach of the President's shot. The chase was continued till about midnight, when it was given up as hopeless. One of the first shots fired by the President killed one man and wounded six on board the Belvidere; and the Captain was severely wounded in the thigh by the breaking of the breaching of a coronade. On board the President there were three killed and nineteen wounded by the bursting of the gun as above related.

## ESCAPE OF THE CONSTITUTION.

The frigate Constitution, commanded by Capt. Isaac Hull, had received orders to join the squadron (under Commodore Rodgers,) and, for that purpose, sailed from Annapolis on the 5th of July. On the 17th, off Egg Harbour, four ships, apparently men of war, were discovered from the mast-head to the northward; and in shore of the Constitution; and in the belief that it was the American squadron, waiting her arrival, all sail was made in chase of them. At four o'clock in the afternoon, another ship was seen to the northeast, standing for the Constitution, with all sail set. At ten in the evening, being then within six or eight miles of the strange sail, the private signal was made by the Constitution; which not being answered, it was concluded that she, and the ships in shore, were enemy's vessels. Captain Hull, immediately laid his vessel in the same course with the others, having determined to lie off till daylight to see what they were.

seen from the Constitution, under full lee, one frigate four or five miles and a line of battle ship, a frigate a brig, and a schooner, ten or twelve miles directly astern, all in chase, and coming up fast, they having a fine breeze, and it being nearly calm where the Constitution was. Finding there was but little chance for escape, being then within five miles of three heavy frigates, the Constitution was cleared for action, and two guns were run out at the cabin windows and two at the ports on the quarterdeck. At eight o'clock, four of the ships were nearly within gunshot, some of them having six or eight boats ahead, towing with all their oars and sweeps out.

In this perilous situation a new expedient was adopted, which was the means of saving the vessel. Being in only twenty-four fathoms water, boats were sent out ahead with anchors, and the ship warped up to them, by which they soon began to get ahead of the enemy. They, however, adopted the same plan, and all the boats from the most distant ships were sent to assist those which were nearest. For two days and nights the Constitution was chased by the British squadron, sometimes with light winds, at others, warping and towing in a calm; seldom much beyond gun-shot distance. On the morning of the 20th, only three of the squadron could be seen for the mast-head, the nearest about twelve miles distant, directly astern. A light breeze now springing up, the enemy was soon left far behind, and the Constitution, not being able to find the American squadron, arrived safe at Boston.

During the whole of the chase the gallant crew of the Constitution remained at their stations. It is related on good authority, that the officers of the British ships expressed their admiration of the skill with which Captain Hull manoeuvred his ship, and affected his escape.

But however brilliantly nautical knowledge and professional adroitness of Capt. Hull were displayed on that occasion, his generous disinterestedness afterwards, is worthy of universal applause and imitation.—The public notice taken of the affair, and the praises bestowed on the commander, induced him, on his arrival at Boston, to insert the following card on the books of the Exchange Coffee House.

"Captain Hull, finding that his friends in Boston are correctly informed of his situation, when chased by the British squadron off New York and that they are good enough to give him more credit for having escaped it than he ought to claim, takes this opportunity of requesting them to transfer their good wishes to Lieut. Morris and the other brave officers, and the crew under his command, for

their very great exertions and prompt attention to his orders while the enemy were in chase. Captain Hull has great pleasure in saying, that notwithstanding the length of the chase, and the officers and crew being deprived of sleep, and allowed but little refreshment during the time, not a murmur was heard to escape them."

**CAPTURE OF THE GUERRIERE.**—On the second day of August, the Constitution again set sail, pursuing an easterly course. She passed near the coast as far down as the Bay of Fundy; then ran off Halifax and Capt. Hull steered toward Newfoundland, passed the Isle of Sables, and took a station off the Gulf of St. Lawrence, to intercept the Canada trade. While cruising here, he captured two merchant vessels. On the 15th, he chased a convoy of five sail, captured one of them, and prevented the prize ship of an American privateer from being retaken. Having received information that the British squadron were off the Grand Bank, and not far distant, he changed his cruising ground, and stood to the Southward.

On the memorable 19th of August, at two P. M. the Constitution being in latitude, fortyone degrees and forty-two minutes north, and fifty-five degrees and thirty-three minutes west longitude, a vessel was discovered to the southward. The Constitution instantly made all sail in chase, and soon gained on her. At three P. M. it could plainly be perceived she was a ship, on the starboard tack, under easy sail, close hauled to the wind. At half past three, she was ascertained to be a frigate. The Constitution continued the chase. At about three miles distance, captain Hull ordered the light sails to be taken in, the

to be taken in, the main-top sail, and waited for the Constitution to come down. As soon as the Constitution was ready for action, she bore down, intending to bring immediately to close action the British frigate, which had about this time hoisted three English ensigns in token of defiance. As soon as the Constitution came within gun-shot, the British frigate fired her broad-side; then filled away, wore, and gave a broad side on the other tack. They however, produced no effect, her shot fell short. The British frigate manoeuvred and wore several times about three quarters [of an hour; in order to obtain a raking position. But not succeeding in this, she bore up under her top-sails and jib with the wind on the quarter.—Captain Hull immediately made sail to bring his ship up with her. At five minutes before six, P. M., the Constitution being along side, within pistol-shot, he ordered a brisk firing to be commenced from all her guns, which were double-shotted with round and grape shot; and so well directed and so warmly kept up was the American fire that, in fifteen minutes, the mizzen-mast of the British frigate went by the board, and her mainyard in her slings. Her hull was much injured; and her rigging and sails torn to pieces. The fire was kept up, in the same spirited manner, for fifteen minutes longer, by the Constitution. She had now taken a position for raking, on the bows of the British frigate; when the latter could only bring her bow guns to bear on the Constitution. The grape-shot and fire arms of the Constitution completely swept the decks of the British frigate. Thirty minutes after the commencement of the action by the Constitution, the mainmast and foremast of the British frigate went by the board, taking with them every spar except the bowsprit. She then struck her colors, which had been fastened to the stump of the mizzen-mast. The Constitution then set fore and main-sails, and hauled to the eastward to repair damages. All her braces, a great part of her standing and running rigging, and some of her spars, were shot away. At seven P. M. she stood under the lee of the prize, and sent a boat on board, which returned at eight with Captain Daeres, Commander of the frigate. She was the Guerriere, rating thirty-eight, and mounting forty-nine guns. The hull of the Guerriere was so much shattered, that a few more broadsides would have sunk her. She had fifteen men killed, sixty-one wounded, and twenty-four missing, who, it is presumed, were swept overboard by the falling masts. The Constitution had only seven killed, and seven wounded.

[To be Continued.]

**STAMMERING.**—Dr. Turner, of Newark, New Jersey, in a published note on this subject, says: "Permit me to say that stammering is caused by attempts to speak with empty lungs. In singing the lungs are kept well inflated and there is no stuttering. The method of cure is, to require the patient to keep his lungs well filled—to draw frequent long breaths, to speak loud, and to pause on the instant of finding embarrassment in their speech, taking a long inspiration before going on again. I cured one of the worst cases I ever knew on this principle."

**A VEGETABLE COMPASS.**—It is a well known fact that in the vast prairies of Texas, a little plant is always to be found which under all circumstances of climate, change of weather, rain, frost, or sunshine, invariably turns its leaves and flowers to the north. If a solitary traveller were making his way across those trackless wilds without a star to guide or compass to direct him, he finds an unerring monitor in an humble plant, and he follows its guidance, certain that it will not mislead him.

**FATTENING POULTRY.**—Coop up poultry to fatten, and they will do well up to 12 or 14 days. Keep them in the coops beyond that time, and feed them as much as you like, they will grow leaner every day until they grow a skuff of bones, and die.—*Agricultural Gazette.*

**A QUIET MEDIATOR.**—A young Englishman, while at Naples, was introduced at an Assembly of one of the first ladies, by a Neapolitan gentleman. While he was there, his snuff-box was stolen from his pocket. The next day, being at another house, he saw a person taking snuff out of his box. He ran to his friend.

"There," said he, "that man in blue, with that snuff-box, is taking snuff out of my box. Do you know him? He is not a sharper?"

"Take care," said the other, "that man is of the first quality."

"I do not care for his quality," said the Englishman, "I must have my snuff box again. I will go and ask for it."

"Pray be quiet," said his friend, "and leave it to me to get back your box."

Upon this answer the Englishman went away, after inviting his friend to dine with him the next day. He accordingly came, as he entered, said.

"There I have brought you your snuff box."

"Well, how did you obtain it?"

"Why, I did not wish to make any noise about it, and so I picked his pocket of it!"

As an Irishman was yesterday, repairing the telegraph wire in Canal street, which had just got broken, an Exquisite, who was passing, inquired, "A-w-a, my good fel-low, what's the mataw with the telegraf?—broke by the storm, I suppose—eh?"

"Oh, no sur," said the Irishman, effecting extreme unsophistication, and scratching his head just over his head just over his left ear, as an evidence of it; no sur, it was a more sayous business nor that!"

"Well, it wasn't broke by lightning—was it?" said the Exquisite.

"No sur, it wasn't that ayther," said the Emerald. "The fact is, sur, that a missage was sint on from New-York, about the sale of a cargo of lead—lead, you know, is very heavy intirely, sur—and, be gor, the weight of it broke the wire, as you see, into smiddereens!"

"A vevy remarkable fact in natural philosophy pon my 'onau!" said the snob.

"Oh, a mighty remarkable fact!" said the Irishman, speaking with a roguish leer from the corner of his grey eye; "a mighty remarkable fact!" he added, as the snob walked off; "but it would be much more so, if it wasn't—like the estates of some of the descendants of the old Irish Kings—founded on fancy!"—*N. O. Delta.*

**EPITAPH ON A LADY.**—An excellent epitaph was engraved many years ago, in few words, on the tomb stone of an elderly lady:

She was always busy—and always quiet. "Tom, stand out of the way of that gentleman!"

"How do you know he's a gentleman?"

"Why, he wears a stand-up collar and swears."

A lover, wishing to concentrate his arbor into one burst of passion, exclaimed—"Oh, Angeline Augusta, I feel towards you just like the burning bush that Moses saw—I'm all afire, but ain't consumed!"