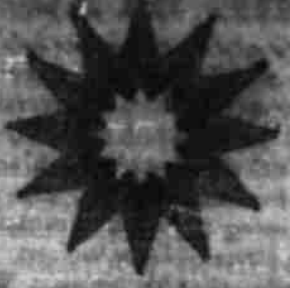


THE STAR.



"Dispel the gloom, the light of Heaven reveals,
Give us to see, and Freedom ask no more."

VOL. I.

RALEIGH, DECEMBER 15, 1808.

No. 7.

PUBLISHED EVERY THURSDAY, BY JAMES K. HENDERSON, AT THE UPPER END OF FAYETTEVILLE STREET, NEAR CASSO'S CORNER.—PRICE THREE DOLLARS PER ANNUM, PAYABLE HALF YEARLY IN ADVANCE.—SINGLE PAPER 10 CENTS.

Agents for the Star.

Ashe county,	Thomas M'Gimpsey.
Anson,	John Blair.
Beaufort county,	Mr. Marsh.
Bladen,	Thomas Brown.
Dancombe,	George Swain.
Darke,	George Walton.
Camden,	Arthur Olds.
Craven,	Samuel Gerock.
Cabarrus,	John Brandon.
Carters,	Bryan Helen.
Caswell court-houses,	John Graves.
Red-House, Caswell,	John M'Aden.
Pittsborough, Chatham,	Dismukes & Warden.
Claver-Garden, do,	R. Freeman.
Chowan,	Henderson Stanlin.
Cumberland,	Duncan M'Rea.
Edgecombe,	Daniel Redmond.
Franklin,	Joel King.
Granville,	Stephen Sneed.
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Surry,	Joseph Williams, jr.
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Wilkes,	John Carson.
Union C. H. (S. C.)	David Bigham.
Jeffrey's Creek, (S. C.)	Andrew Plinn.
Camden, (S. C.)	John F. Wilson.
Cheraw (S. C.)	

PROPOSALS

FOR CARRYING

Mails of the United States

On the following post roads, will be received at the General Post Office in Washington, until the sixteenth day of January next, inclusive.

IN NORTH CAROLINA.
 77. From Edenton, by Lee's mills, and Plymouth, to Washington, once a week.
 Leave Edenton every Tuesday at 6 a. m. arrive at Plymouth by 7 p. m. Leave Plymouth on Wednesday at 6 a. m. and arrive at Washington by 6 p. m.
 Returning. Leave Washington on Sunday at 6 a. m. arrive at Plymouth by 4 p. m. Leave Plymouth at 4 1/2 p. m. and arrive at Edenton on Monday by 4 p. m.
 78. From Washington, by Bath, to Woodstock once a week.
 Leave Woodstock every Wednesday at 7 a. m. and arrive at Washington by 4 p. m. Leave Washington at 7 p. m. and arrive at Woodstock on Thursday by 2 p. m.
 79. From Newbern, by Trenton, North West Landing, and Richmond, to Wilmington once a week.
 Leave Newbern every Tuesday at 3 a. m. and arrive at Wilmington on Thursday by 10 a. m. Leave Wilmington every Thursday at 2 p. m. and arrive at Newbern on Saturday by 7 p. m.
 80. From Newbern to Beaufort, once in two weeks.
 Leave Newbern every Friday at 6 a. m. and arrive at Beaufort on Saturday by 10 a. m. Leave Beaufort the same day at 2 p. m. and arrive at Newbern on Sunday by 6 p. m.
 81. From Warrenton, by Ransom's Bridge, Jonesville, Halifax, Scotland Neck, Hogon, Williamston, Daily's, Plymouth, and Lee's Mills, to Scuppernon once a week.
 Leave Warrenton every Tuesday at 4 a. m. arrive at Ransom's Bridge by noon. Leave Ransom's Bridge at 1 p. m. and arrive at Halifax by 6 p. m. Leave Halifax at 7 p. m. and arrive at Scotland Neck. Leave there at 11 a. m. and arrive at Scuppernon on Friday by 11 a. m.
 Returning. Leave Scuppernon every Friday at 1 p. m. arrive at Scotland Neck on at 4 p. m. and arrive at Halifax on Monday by 8 p. m. Leave Halifax at 8 1/2 a. m. arrive at Ransom's Bridge by noon. Leave Ransom's Bridge at 1 p. m. and arrive at Warrenton by 7 p. m.
 82. From Halifax by Northampton C. H. Princeton, Murfreesboro', Winton, Colerain, Pitch Landing and Windsor, to Edenton once a week.
 Leave Halifax every Wednesday at 4 a. m. and arrive at Murfreesboro' by 4 p. m. Leave Murfreesboro' by 5 p. m. and arrive at Edenton on Friday by 10 a. m.
 Returning. Leave Edenton every Friday at 2 p. m. arrive at Murfreesboro' on Sunday by 7 a. m. and at Halifax by 5 p. m.
 83. From Warrenton by Ransom's Bridge and Jonesborough to Tarborough, thence by Nash C. H. and Sille's store to Warrenton, once a week.
 Leave Warrenton every Friday at 8 a. m. and arrive at

Tarborough on Saturday by 1 p. m. Leave Tarborough at 2 p. m. and arrive at Warrenton on Monday by 5 p. m.
 84. From Halifax by Tate's Store, Esfield, Tarborough, Greenville and Washington to Newbern, twice a week.
 Leave Halifax every Wednesday and Sunday at 6 a. m. and arrive at Newbern on Saturday and Wednesday at 10 a. m.
 Returning. Leave Newbern every Wednesday and Saturday at 3 p. m. and arrive at Halifax on Saturday and Tuesday by 6 p. m.
 85. From Scotland Neck, by Norfolk's ferry, Grandberry Cross Roads, and Clarksville to Windsor, once a week.
 Leave Scotland Neck, every Thursday, at 6 a. m. and arrive at Windsor by 4 p. m. Leave Windsor every Friday at 6 a. m. and arrive at Scotland Neck by 6 a. m.
 86. From Raleigh by Chapel Hill to Hillsborough, once a week.
 Leave Raleigh every Friday at 8 a. m. and arrive at Hillsborough on Saturday by 8 a. m. Leave Hillsborough every Wednesday at 5 p. m. and arrive at Raleigh on Thursday by 5 p. m.
 87. From Hillsborough, by Mount Tiriak, Person C. H. Leesburg, Caswell C. H. Lenox Castle, Bostwick's and Rockingham to Germantown, once a week.
 Leave Hillsborough every Saturday at 10 a. m. arrive at Caswell C. H. on Sunday noon, and arrive at Germantown the next Tuesday by 8 p. m. Leave Germantown every Wednesday at 6 a. m. and arrive at Hillsborough the next Saturday by 8 p. m.
 88. From Ayrsvborough by Haywood, Pittsburgh and Jones's ferry to Hillsborough, once a week.
 Leave Ayrsvborough every Thursday at 6 a. m. and arrive at Hillsborough on Saturday by 8 a. m. Leave Hillsborough every Saturday at 10 a. m. and arrive at Ayrsvborough on Sunday by 6 p. m.
 89. From Raleigh, by Nussall's, to Oxford or Merittsville, once a week.
 Leave Raleigh, every Friday at 4 a. m. and arrive at Oxford by 6 p. m. Leave Oxford every Saturday at 4 a. m. and arrive at Raleigh by 6 p. m.
 90. From Raleigh, by Paul's ferry, Watson's Cross Roads, Richardsons, Woodards, Downson's, or Tossnot, to Tarborough, once in two weeks.
 Leave Raleigh every Friday at 6 a. m. arrive at Tarborough on Saturday by 6 p. m. Leave Tarborough every other Sunday at 6 a. m. and arrive at Raleigh, on Monday by 6 p. m.
 91. From Williamsboro' by Ballock's store, Brown's store, Williamsville, Sterlingville and Red House, to Caswell c. h. once a week.
 Leave Williamsboro' every Saturday at 4 a. m. arrive at Caswell c. h. on Sunday by noon. Leave Caswell c. h. every Sunday by 2 p. m. and arrive at Williamsboro' on Friday by 4 p. m.
 92. From Warrenton, by Williamsboro', Oxford, Hillsboro', Allemanee, Martinville, New Garden, Sizen, and Lexington, to Salisbury once a week.
 Leave Warrenton every Friday at 2 a. m. and arrive at Hillsboro' on Saturday by 8 a. m. Leave Hillsboro' at 9 a. m. and arrive at Salem on Sunday by 3 p. m. Leave Salisbury at 4 p. m. and arrive at Salisbury on Monday by 11 a. m.
 Returning. Leave Salisbury every Monday at 1 p. m. and arrive at Salem on Tuesday by 8 a. m. Leave Salem at 9 a. m. and arrive at Hillsboro' on Wednesday by 3 p. m. Leave Hillsboro' at 5 p. m. and arrive at Warrenton on Thursday by 5 p. m.
 93. From Salem, by Bethania, Huntsville, Rockford, and Wilkes, to Morganton, and thence by Island Ford, Statesville, Houstonville and Huntsville to Salem once a week.
 Leave Salem every Tuesday at 10 a. m. and arrive at Morganton the next Thursday by 5 p. m. Leave Morganton every Friday at 3 a. m. and arrive at Salem the next Monday by 8 a. m.
 94. From Salisbury, by Concord, Alexandria, Charlotte, Huntersville, Lincolnton and Morganton, to Ashville, to return by Morganton, Lincolnton, Catawba Springs and Mount Morne, to Salisbury once a week.
 Leave Salisbury every Monday at 2 p. m. and arrive at Charlotte on Tuesday by 8 p. m. and at Ashville on Thursday by 6 p. m. Leave Ashville every Friday at 6 a. m. and arrive at Salisbury on Monday by 10 a. m.
 95. From Ashville, by the Warm Springs, Newport T. and Sevier 's to Knoxville T. once a week.
 Leave Ashville every Friday at 6 a. m. and arrive at Knoxville on Monday by 10 a. m. Leave Knoxville every Monday at 2 p. m. and arrive at Ashville the next Thursday by 6 p. m.
 96. From Morganton, by Rutherfordton and Gowen's store, to Greenville c. h. S. C. once a week.
 Leave Morganton every Friday at 6 a. m. and arrive at Greenville c. h. on Sunday by 6 p. m.
 Returning. Leave Greenville c. h. every Monday at 6 a. m. and arrive at Morganton on Wednesday by 6 p. m.
 97. From Charlotte, by Beggar's ferry, and Hill's Iron works, to York c. h. S. C. once a week.
 Leave Charlotte every Wednesday at 9 a. m. and arrive at York c. h. by 8 p. m.
 Returning. Leave York c. h. every Tuesday at 6 a. m. and arrive at Charlotte by 6 p. m.
 98. From Raleigh, by Smithfield, Waynesboro', Green c. h. and Kingston, to Newbern, once a week.
 Leave Raleigh every Friday at 9 a. m. and arrive at Newbern the next Monday by 10 a. m. Leave Newbern every Monday at 2 p. m. and arrive at Raleigh the next Thursday by 4 p. m.
 99. From Charlotte, by Lancaster, Cairo, and Providence, to Camden, once a week.
 Leave Charlotte, every Wednesday at 6 a. m. and arrive at Camden on Thursday by 5 p. m. Leave Camden on Friday at 6 c. m. and arrive at Charlotte on Saturday by 6 p. m.
 100. From Fayetteville, by Elizabethtown to Wilmington, and thence by South Washington, and Sampson c. h. to Fayetteville once a week.
 Leave Fayetteville every Monday at 4 a. m. and arrive at Wilmington on Thursday by 10 a. m. Leave Wilmington every Thursday at 2 p. m. and arrive at Fayetteville on Sunday by 6 p. m.
 101. From Fayetteville, by Andersville to Wilmington, once a week.
 Leave Fayetteville every Saturday at 6 a. m. and arrive at Wilmington on Sunday by 9 p. m. Leave Wilmington every Wednesday at 6 a. m. and arrive at Fayetteville on Thursday by 7 p. m.
 102. From Fayetteville, by Laurel Hill, Winfieldville, and Cheraw c. h. to Camden, S. C. once a week.
 Leave Fayetteville every Tuesday at 5 a. m. and arrive at Camden on Thursday by 8 p. m. Leave Camden every Friday at 6 a. m. and arrive at Fayetteville on Sunday by 8 p. m.
 103. From Fayetteville by Moore c. h. Carthage and Randolph c. h. to Salisbury, and thence by Tindallville, Henderson, Wadesboro', Springville, Sneedsboro' and Richmond c. h. to Fayetteville, once a week.
 Leave Fayetteville every Friday at 8 a. m. and arrive at Salisbury the next Monday by 10 a. m. Leave Salisbury at 2 p. m. arrive at Richmond c. h. on Wednesday by 4 p. m. and at Fayetteville on Thursday by 5 p. m.
 104. From Wilkes' c. h. to Ashe c. h. once in two weeks.
 Leave Wilkes' c. h. every other Thursday at 6 a. m. arrive at Ashe c. h. same day by 7 p. m. Leave Ashe c. h. every other Friday at 6 a. m. arrive at Wilkes' c. h. the same day by 7 p. m.
 105. From Newbern to Swansboro' once a week.
 Leave Newbern every Tuesday at 4 a. m. arrive at Swans-

boro' same day by 11 a. m. Leave Swansboro' every Tuesday at 1 p. m. arrive at Newbern on the same day by 7 p. m.

NOTES.

1. The Post Master General may expedite the mails and alter the times of arrival and departure at any time during the continuance of the contracts, he stipulating what he conceives to be an adequate compensation for any extra expense that may be occasioned thereby.
 2. Fifteen minutes shall be allowed for opening and closing the mails at all offices where no particular time is specified.
 3. For every 30 minutes delay, (unavoidable accidents excepted) in arriving after the time prescribed in any contract, the contractor shall forfeit one dollar; and if the delay continues until the departure of any depending mail whereby the mail destined for such depending mail lose a trip, an additional forfeiture of five dollars shall be incurred. And whenever a lost trip ensues, from whatever circumstance, the amount to be paid to the contractor for a regular trip is to be deducted from his pay.
 4. Newspapers, as well as letters are to be sent in the mail; and if any per on making proposals, desires to carry newspapers, other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry with the emolument, and for what sum without that emolument.
 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alteration desired, and the difference they will make in the terms of the contract.
 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of August, November, February and May, in one month after the expiration of each quarter.
 7. No other than a free white person shall be employed to convey the mail.
 8. Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals.
 9. The Post Master General reserves to himself the right of declaring any contract at an end, whenever one failure happens which amounts to the loss of a trip.
 10. The contracts for the above routes are to be in operation on the first day of April next, and are to continue in force for two years.
 GIDEON GRANGER,
 Post Master General
 General Post Office, Washington City, Oct. 31, 1808.

UNITED STATES.



Congress.

IN SENATE.

Monday, November 21.

DEBATE

On Mr. Hillhouse's Resolution to repeal the Embargo.

[Continued from page 21.]

Mr. Smith (Md.) said he was not prepared to go as largely into this subject as it merited, having neither documents nor papers before him. He would therefore only take a short view of it in his way, and endeavour to rebut a part of the argument of the gentleman from Massachusetts, and perhaps to notice some of the observations of the gentleman from Connecticut. He perfectly agreed with the latter gentleman that this subject ought to be taken up with coolness, and with temper, and he could have wished that the gentleman from Connecticut would have been candid enough to pursue that course which he had laid down for others. Had he done it? No. In the course of the discussion, the gentleman had charged it upon some one, he knew not whom, that there was a disposition to break down commerce for the purpose of establishing manufactures on its ruins. If this was the disposition of those who had advocated the embargo, Mr. S. said he was not one to go with them, and perfectly corresponded with the gentleman in saying that such a plan would be extremely injurious; that possibly it could not be enforced in the United States; and that, if it could, merchants would conceive themselves highly aggrieved by it. But the gentleman's idea had no foundation. Mr. S. said he had before seen it in Newspapers, but had considered it a mere electioneering trick; that nothing like common sense or reason was meant by it, and nobody believed it. The gentleman surely did not throw out this suggestion by way of harmonizing; for nothing could be more calculated to create heat.
 The gentleman last up, throughout his argument had gone upon the ground that it is the embargo which has prevented all our commerce; that, if the embargo were removed, we might pursue it in the same manner as if the commerce of the whole world was open to us. If the gentleman could have shewn this, he would have gone with him heart and hand; but it did not appear to him that, were the embargo taken off to-morrow, any commerce of moment could be pursued. Mr. S. said he

was not certain that it might not be a wise measure to take off the embargo; but he was certain that some other measure should be taken before they thought of taking that. And he had hoped that gentlemen would have told them what measure should have been taken before they removed the embargo. Not so, however. A naked proposition was before them to take off the embargo; and were that agreed to and the property of America subject to deprivations by both the belligerents, they would be foreclosed from taking any measure at all for its defence. For this reason this resolution should properly have gone originally to the committee on the resolution of the gentleman from Virginia (Mr. Giles).
 Mr. S. said as he was not prepared for a long discussion, he should take but a short view. He would not go back to see which nation had been the first offender. It was sufficient for him that both were offenders. He was not the apologist of any nation, but he trusted, a fervent defender of the rights, honour, and interest of his own country. By the decrees of France every vessel bound to or from Great Britain, was declared good prize. And still further; if spoken alone by any British vessel, they were condemned in the French prize courts. When a vessel arrived in the ports of France Mr. S. said, bribery and corruption were made use of in order to effect her condemnation. Every sailor on board was separately examined as to what had happened in the course of the voyage; they were told, you will have one third of the vessel and cargo as your portion of the prize-money, if you will say that your vessel has touched at a British port or has been visited by a British cruiser. Of course then by the decrees of France all American property that floats is subject to condemnation by the French, if it had come in contact with British hands. Were gentlemen willing to submit to this, to raise the embargo and subject our trade to this depredation? Yes, said the gentleman from Connecticut, who was willing however, that our ships should arm and defend themselves. Mr. S. said that he had hoped the honourable gentleman would have gone further and said not only that he would in this case, permit our vessels to defend themselves, but to make good prize of any vessel which should impede the trade admitted by the laws of nations. But the gentleman had stopped short of this.
 By the orders in council, now made law, (said Mr. S.) all neutrals—all neutrals, this is a mere word *ad captandum*, as it is well known there is no neutral commerce but American—all American vessels, then bound to France or countries in alliance with her, are made good prizes in the British courts. When bound to any part of the continent of Europe, or any possessions in Turkey or Asia, they are good prize, Sweden alone excepted. We are then permitted to trade—for it is a permission to trade, since we must acknowledge ourselves indebted to her for any she permits—we are graciously permitted to go to Sweden, to which country our whole exports amount to 56,157 dollars! This petty trade is generously permitted us as a boon, and this boon will be struck off the list of permission the moment any difference arises between Great Britain and Sweden. I am aware sir, that gentlemen will say this may require explanation. I will give it to them. Great Britain says you shall not trade to any of the countries I have interdicted, till you have my leave; pay me a duty and then you may go to any port; pay me a tribute and then you shall have my license to trade to any ports you choose. What is this tribute? Not having the documents before me, I may make an error of a fraction, but in the principle I am correct. On the article of flour, they tell us, you may bring flour to Great Britain from America, land it, and if you re-export it, pay into our treasury two dollars on every barrel. For every barrel of flour which we send to Spain, Portugal or Italy, where the gentleman from Massachusetts has correctly told us much of it is consumed, little of it being used in G. Britain or France, you must pay two dollars besides your freight and insurance. And this tribute is to be paid for a permission to trade. On the article of wheat exported you must pay in Great Britain a duty of, I believe, two shillings sterling a bushel, before it can be re-exported. On the important article of cotton, they have charged a duty on its exportation of nine pence sterling per lb. equal to the whole value of the article itself in Georgia or South Carolina. This is in addition to the usual import duty of two pence in the pound. Thus if we wish to go to the continent, we may go on condition of paying a tribute equal to the value of the cotton, in addition to risk or insurance. It is generally understood that two thirds of the cotton, exported by us may be consumed in England when all her manufactures are in good work. On the remaining third the people of the Southern country