

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

ADVERTISEMENTS.

[A few Articles for this department will be very acceptable.]

☐ Pamphlets, Hand-Bills, and all kinds of Job Printing executed with neatness, accuracy and dispatch at this Office.

GOOD WRITING PAPER

For sale at the Star Office.

☐ Whoever has taken, either with or without leave, a number of the European Magazine from this Office, is requested to return it.

Lost or Mislaid.

A NOTE of HAND for 15 Pounds, Virginia money, on Simon Green, of Franklin county, dated April or May last; payable, I believe, the 1st of September last. This is to notify to the said Simon Green, not to pay the said Note to any one but myself or order, as I have no traded or assigned it to any person whatever.

RICHARD D. COOKE.

Granville county March, 29, 1809.

A List of Letters

Remaining in the Post-Office at RALEIGH, quarter ending 31st of March, 1809.

- (A.) Samuel Andrews.
- (B.) Jaimina Butler, James Buffalow, Christopher Bobb, Akel Burgess, Jacob Brooks, Burwell Brown, Wm. Buffalow, Burwell Battle, Thomas Bavers, Jacob Bledsoe.
- (C.) Mark Cook, Mark Christopher, Christopher Curtis, Isaac T. Cushing, John Chaves, Mrs. Nancy Cook, Wm. Copeland, Collin Cambell, 2.
- (D.) Wm. Daniel, Lewis Davis, Lewis Dupree, Benjamin Daniel.
- (E.) Samuel Fackler.
- (F.) Miss J. Guffey, Silas Green, John Green, John W. Gunion, George Gillispie.
- (G.) Stephen Haywood, Henry Hunter, Isham Holding, Isaac Hunter, Wm. Hinton, Wm. Haliburton, Anderson Harrison, John Harrison, David Horton, 2.
- (H.) Lefuel Jackson, Charles Ivey, Nathan Ivey.
- (I.) William Kerney, James Kimbrough, Charles Kenyon.
- (L.) Mrs Sarah Langley, 2.
- (M.) David Martin, Joan Madecaris, Josiah Massey, Edward Morris, Miss Nancy Morris, Josiah Moody, Wm. Merritt, Coleman Miller, Robert Montgomery, Allen Mobley.
- (N.) Ehanon Nutt, Willis Nelliams, John Nicks, John Owen.
- (O.) John Purify, Thomas Parr, Thomas Price, John Peebles, Wm. Parsons, Hinton Pugh, 3; Thomas Proctor, 3.
- (P.) Latt Robertson, John H. Kieves, Apple W. Richardson, Clerk of the Superior Court, 2.
- (Q.) Jesse Smith, Butt Smith, John Stuart, the Sheriff of Wake, 2; Wm. Suggs, Isham Sims, Zachariah Stephens.
- (T.) Solomon Terrill, Moses Todd, John Tilly, Robt. Tarweky, Willie Tipper, Patrick Terrill.
- (W.) Charles Wood, Solomon Willowby, Branch Wathall, Corbell Woodward, Harwell Wain, Thomas L. Williams, William White, 9.
- (V.) Elias Vinson. WILLIAM SHAW, P. M.

Bank of Newbern,

RALEIGH OFFICE.

THE President and Directors having established an Office of Discount in the City of Raleigh, under the Agency of the Subscriber, notice is hereby given that the business of it will be transacted under the following Rules:

1. Bills, Bonds and Notes made negotiable at the Bank of Newbern and payable at its Office in Raleigh, at or within sixty days, in which two solvent individuals shall be bound, will be discounted at the rate of 6 per cent. per annum.
2. Three days of grace will be allowed and interest taken therefor.
3. All paper to be offered for Discount will be expected to be left with the Agent on Wednesday before 10 o'clock, A. M. and the Discount will be declared and payment made at 3 o'clock, P. M. SHERWOOD HAYWOOD, Agent.

State of North Carolina, } Court of Pleas & Quarter
Johnston County, } Sessions,
February Term, 1809.

Willis Watson, Esq. } Petition for division
of Lands.

The Heirs of John Smith Dec'd. }
Appearing to the Court that William Allen, one of the Defendants in their case, is an inhabitant of another State, ordered, therefore, that Publication be made for the space of 6 weeks successively in the STAR of Raleigh, that the said William Allen appear at the next Court to be held for said County, on the fourth Monday in May next, and shew cause, if any he has, wherefore the prayer of this petition shall not be granted.

Attest R. SANDERS, C. C. C.

Irish Potatoes.

JUST received, to sell for a friend, Fifty Bushels of IRISH POTATOES, Northern growth, and of an excellent quality, by JOHN & ROBERT STUART. Raleigh, March 14, 1809.

Palmchristi Seeds.

CASH, and a liberal price, will be given for any quantity of Palmchristi Seeds, if delivered during the planting season.—Enquire at the Star Office, or at the Store of Mr. R. Smith, Parish's corner. Raleigh, March 14, 1809.

Seine Fishery.

THE Subscriber has a FISHERY on Roanoke River 2 miles below Norfolk's Ferry, in Scotland Neck, Halifax county, where he will barter Fish for Tobacco, Cotton, Flour, or Brandy, &c. JAMES SMITH, un. February, 30, 1809.

To the Mill Wrights IN THE UNITED STATES.

THE subscriber having under a special act of Congress obtained a patent for his improvements in the art of manufacturing flour, dated January 23, 1808, which now needs no recommendation. He has also a patent for his improvements on Steam Engines, which renders them simple, cheap and durable, more suitable for a great variety of purposes in this country. And for his improvement called the Screw Mill, for breaking plaster and other hard substances, proved in a variety of forms to be very useful. And also for his Luminous Stove, with jalk or singlass doors, giving light like an open fire—with several other useful improvements. He is now disposed to sell one half of his exclusive rights, by counties or districts, to mill wrights or engineers, (in preference) capable of erecting and arranging those improvements, so as to put them fully and completely in operation. To such he will sell on terms that will prove advantageous, both to them and the miller—for it is evident, that those improvements will be obtained both of better construction and cheaper, including the small sum for leave to use them, viz. for using the improvements in manufacturing flour, full and complete in a single mill, \$ 100; and for the Screw Mill, for breaking plaster, \$ 2—by applying to those well skilled in constructing them, who may keep them made ready for setting up, than they could otherwise be obtained if no patent existed.

Security for performance of contracts, will be required. Screw Mills made of cast iron of best construction, are kept at Mars Works, Philadelphia, for sale—where Steam Engines are also made of any power that may be ordered, warranted to answer the purpose. Those who use his improvements without licence, may depend on being called on, through the medium of the United States courts. Any printers of newspapers who assist in disseminating these useful improvements, shall be the first, in any principle city or town in the United States, to give this advertisement a place to the amount of five dollars, shall be entitled to one copy of the second edition of the Young Mill wright and Miller's Guide, price \$ 4, and one copy of the Young Steam Engineer's Guide, price, \$ 1 25 in exchange for one of the papers, by applying to the subscriber. Philadelphia, Jan. 30, 1809. OLIVER EVANS.

ORIGINAL LETTER.

From an American Traveller in Europe, to his friends in this country. BORDEAUX, September 25, 1804.

MY DEAR MOTHER,

Having resolved to make the tour of the south of France, I know it would be pleasant to those friends, who feel a lively interest in every thing which concerns us, to have a succinct, but faithful picture of the various objects which arrest our attention, of the impression which they make upon us, and of the train of reflections to which they may give birth. It is with this view alone, that I shall endeavour to contribute to the occasional amusement of my transatlantic friends. Fancy, then, our little party seated in a large English coach, with a fine fat footman, whom the postillion from his round paunch and rosy gills mistook for a friar, starting from the city of Paris with two postboys and six horses, rattling over a badly paved road at the rate of seven or eight miles an hour; riding on from morning till night without alighting, or even stopping, except to exchange horses, and you will have some idea of the manner in which we travelled. When you are about to accompany your friends in imagination through so long a tour, it is natural that you should be solicitous to know the manner in which they moved, and I already fancy a number of questions which the short picture I have just given, would necessarily suggest, and I think it proper therefore to gratify the curiosity I may have excited. Why travel in an English coach? In France there are but two modes of travelling; in the diligence or public stage, more slow, inconvenient and disagreeable than any thing which you can possibly imagine; or en poste, that is to say, with posthorses, furnished by a postmaster appointed by the government, and whose whole conduct, fees and every thing appertaining to the subject, is regulated by a law; which, together with the distances between the posthouses, is published in a book, under the authority of the government, and with which you furnish yourself at the commencement of the tour. The system is admirable, and exceedingly convenient for strangers, and I know but of two faults in it which require a remedy. The first is, your being obliged to pay for six horses, when four would suffice. I know of no case where four horses would not be sufficient, and in no part of Europe, except France, do they demand more. The second fault is, that the postmasters are not obliged to furnish any kind of carriage. The consequence is, that a single gentleman is obliged to purchase or hire his carriage for the whole journey, and if it breaks he is compelled to wait till it is repaired; for it would be as impossible to procure a carriage on the road, as it would be to make one. Are all the public roads paved in France, and are they badly paved? A very large proportion of all the public roads are paved at a very great expense. In the original formation of these roads, they cost forty eight thousand livres for each league, or three english miles, that is to say, more than three thousand dollars per mile, which is five times as much as the turnpike roads cost in England. They are laid out in the same manner as the road over Boston Neck; a pavement in the centre occupying about one third, and the two sides covered with gravel. The pavement is made of large square stones laid very neatly, and when new, it forms a most excellent road. There is another circumstance in their roads highly worthy of imitation; they are very generally lined with single, and sometimes with double rows of trees, which produce a very handsome effect, and contribute to the pleasure of the traveller. The government of France, therefore, is entitled to great credit for the noble manner in which their public roads & bridges are constructed, but there are dark shades in the picture, which a love of truth obliges me to give you. In France there are very few canals, while at the same time the internal commerce is immense. All this commerce is carried on by teams; and so bigotted are the French peasants in favour of their ancient usages, that they continue to make use of the narrow wheels which were in use two centuries since. The weight of one of their loads is usually from three to five tons. When, therefore, you consider that during the winter season, they are subjected to perpetual rains, which, falling upon a clayey soil, render their roads extremely soft, you will not be astonished that their pavement is extremely liable to be damaged. In order to give you some faint idea of the astonishing number of loaded teams, which are perpetually on the road in France, I will state to you one fact to which I paid particular attention. Travelling on the road to Orleans between Paris and Bordeaux, I was so impressed with the number of teams which were constantly passing, that I determined to count them for a given distance. I found that in riding three miles, we passed two hundred teams, and as there was nothing peculiar in that part of the road, but on the contrary, they appeared pretty equally dispersed, through the whole distance, it will follow, that there were at a given moment, no less than four thousand and six hundred teams employed on the road between Paris and Orleans, a distance of about seventy miles. You will not be surprised after this, to hear me say that we rattled over a bad pavement, for it would be impossible to keep such a road in order.

Another circumstance very unpleasant to a traveller is, the straitness and uniformity of the roads in France. I know that it has become exceedingly fashionable in our country to have our new roads as straight as possible, but we shall loose in pleasure all that we gain in distance. Nothing can equal the dull, tiresome uniformity of a French road; we were exceedingly impressed with it, because we had just quitted the charming roads of Great Britain, where taste and profit, good sense and fancy, appear to have an equal share in the arrangement. Meandering through the vallies, or winding over the hills, clothed on either side with a verdant hedge, art seems only to have come in aid of nature, and the beauty of the scenery makes you forget, or disregard, the few feet of additional road which this natural arrangement obliges you to pass.

This statement already explains to you in part the reason why travellers in France so generally prefer to ride on from morning till night without alighting. The scenery is general is so uniform, that you very soon get thoroughly fatigued with seeing it, and every object is absorbed in the single wish of arriving at the great city which is the termination of your journey. In addition to this, there are few or no inns on the road, except in their large towns, where a traveller can find any decent accommodation. Between Paris and Orleans, for example, there is but one single place where you can lodge; and between Tours and Bordeaux, a distance of nearly three hundred miles, there are not more than three places where you can stop with any degree of pleasure.

The surface of the country in France is vastly less varied, and less beautiful than in the New England or middle states. There is not that variety in their cultivation, which renders our scenery so pleasing. Particular portions of the country are devoted to wheat and others to vineyards. In the wheat country you will ride fifty miles without seeing any thing but wheat fields; and in the wine country you perceive nothing but vineyards. The vineyards are very far from being an ornamental species of culture. When the crop is harvested, the wheat country appears like a vast and dreary desert, and as there are neither fences, walls, or hedges, and a very great scarcity of trees, the eye wanders in vain in search of objects, whereon to repose itself. I know of no natural views to which I can compare this part, and it is much the largest part of their scenery, but to the ocean where no land is to be seen; but I think the ocean superior to it in the grandeur of the ideas which it inspires, in the liveliness which its motion affords, and in the beautiful colour and varied form of its waves. If you except Normandy, and the banks of one or two of their rivers, you see very little grass.

There are none of those verdant lawns and smiling meadows to which we are accustomed, and which covered with herds and flocks, form the finest scenery in the world. I have often passed one hundred miles in France, without seeing a single domestic animal but the horse. That this species of scenery should be disagreeable to us, is not the effect of prejudice, for we can cite in favour of our opinions all the poets and painters of every age, and of every nation.

The flower enamelled mead, the verdant lawn, the shady bower, the lowing herds, seem almost exclusively appropriated to descriptive poetry; and where would have been the reputation of Claude or Poussin, if they had confined their landscapes to the cheerful, tiresome wheatfields of France? Let others, then, my dear mother, blazen the beauties of French scenery; my pen, devoted to truth, shall give you the picture as it is, and I will assure you, that with the few exceptions I shall notice, the landscape scenery of France, is inferior to that of any country I have seen.

As I do not intend to follow the example of many travellers who fatigue us with the multiplicity of trifling incidents, with every imposition of a landlord, every insolent speech of a drunken postillion; and where we find every petty embarrassment wrought up to a catastrophe worthy of a place in some interesting modern novel; I shall give you a short, general idea of those particulars, in which travelling in France differs from what we find in our own country. Information, it appears to me, ought to be the object, which a traveller should pursue, and which he should communicate to his friends. We read travels to learn the manners, customs, usages, characters and peculiarities of other countries; but there is a sort of lullaby description of ordinary events, which we meet with in the common books of travels, which is the most tiresome, and indeed sickening, that I can conceive of. Such a traveller begins his description, for example, with phrases like the following; "The morning was serene and unclouded; the sun, which just appeared above the horizon, shone majestically bright; the tunesters of the grove, inspired by the beauty of the day, melodiously warbled forth their joy; the herdsman had just brought out his lowing herds; when we stepped into the coach," &c. &c. Now, as these circumstances are such as occur pretty generally in all countries, and as we can find much better description of them in every poet, from Virgil down to Thomson, I think, in charity to our friends, we are bound to omit them.

In France, as I have remarked, the travelling by post is regulated by law, and the only persons with whom you have necessarily any connection in your journey, are the postillions, the postmasters, the innkeepers, and the servants at hotels. I shall give you some general idea of these several descriptions of persons.

The postillions may be considered as a kind of inferior officers. They are under the regulation and protection of the law; they usually continue in the office for life; and, after serving a certain number of years, they are entitled to a pension from government. Their uniform is a blue coat with a red cape, and they are obliged to wear a large silver badge upon their arms, with the imperial eagle upon it. Another peculiarity in their dress is a pair of enormous jack boots, so large, that it is with the utmost difficulty they can mount, and it is impossible to walk in them. I have often been astonished that the French should persevere in adhering to an ancient usage, so painful, inconvenient and dangerous as this is. I have conjectured that the motive for adopting them, was to protect the leg of the postilion from the pole, or from the weight of the horse in case he should fall upon it, which it would most effectually do; but so difficult do they find it to mount and dismount, and so dangerous would these enormous machines be, in case the horses were to start, that I think the balance much against them.

The French postillions, when we consider the nature of their occupation, and their education, may be considered a decent, civil class of men; but I found none of that extreme politeness of behaviour which many travellers have described; on the contrary, every stranger must acknowledge, that there is among them a very general, and indeed almost universal disposition to imposition and extortion. We have rode three hundred miles without finding a single postillion satisfied with the sum which we gave him, though it was double the amount allowed by law, or which a Frenchman would have paid. We have been equally unfortunate in regard to another quality, hitherto universally described to the French nation, their temperance. We have certainly met with many drunken postillions in France, and if we were to compare our experience upon this subject, in England and France, the decision would be in favour of the sobriety