

THE STAR.

Vol. III.]

RALEIGH, APRIL 19, 1811.

[No. 16.]

PUBLISHED EVERY FRIDAY, BY THOMAS HENDERSON, JUN. FOR LELY & CO. IN THE SECOND STORY OF THE NEW HOUSE NEXT BELOW THE GOVERNOR'S OFFICE—PRICE THREE DOLLARS PER ANNUM, PAYABLE HALF YEARLY IN ADVANCE—SINGLE PAPERS TEN CENTS. SUBSCRIPTIONS RECEIVED BY ALL THE POST-OFFICES.

ADVERTISEMENTS.

5000 DOLLARS!

To Build a Church in the Town of Hillsborough.

1 Price of	\$1250	is	\$1250
2 do	500	is	500
3 do	250	is	250
4 do	125	is	125
5 do	62	is	62
6 do	31	is	31
7 do	15	is	15
8 do	7	is	7
9 do	3	is	3
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First drawn Ticket after 500 entitled to \$5000

do do 750 150

do do 1900 200

do do 1750 300

do do 2000 300

do do 2500 750

do do 3000 500

do do 4000 500

Last drawn ticket 8000

5000 Tickets at 500 each is \$250000

All Prizes subject to a discount of 15 per cent. Tickets to be had of all the Managers and Postmasters in the State.

The drawing commences as soon as the sale of tickets will authorize the managers; and all prizes shall be paid in 60 days after the drawing is closed.

J. WEBB, JOHN TAYLOR, Wm. NORWOOD, WALTER ALVES, FRED. NASH, JOHN FINEST, JONAS PHILLIPS, Managers.

Hillsborough, Feb. 2d 1811.

P. S. All prizes not demanded within nine months after the close of the drawing, will be considered as a relinquishment of the same, to the use of the church.

WILL BE SOLD

AT THE Court House in Raleigh, on Saturday the 25th day of May next, to the highest bidder for ready money, the following Town Lots, or as much thereof as will satisfy the Taxes and Encumbrances thereon for the year 1810.

Lot No. 169 in the Eastern Ward, given in by James Means, 200

No. 87 given in by Thomas Bland, 121

157 given in by J. Means, ten for J. Bloodworth, 120 not given in, 227 do

1067 do, 233 do

117 do, 243 do

239 given in by J. Means, 244 do

164 by Joshua Allen, 245 do

113 by Messrs. Pease's, 246 do

181 not given in, 247 do

184 ditto, 258 do

125 do, 260 do

386 do, 261 do

211 do, 264 do

213 do, 265 do

214 do, 272 do

216 do, 249 do

ELHANNON NUTT.

Raleigh April 2nd, 1811.

N. B. At the same time will be sold a house supposed the property of Woody Martin for encroachment on a street of the Western Ward.

NOTICE.

WHEREAS at the Court of Pleas and Quarter Sessions holden for the county of Orange, at the Court House in Hillsborough, on the 4th Monday in February last, we were qualified Executors of the last will of Ludwick Albright, dec'd. All persons having any demands against said Estate are desired to forward the same properly authenticated within the time limited by law or this notice will be paid in bar.

LUDWICK & DANIEL ALBRIGHT.

TEN DOLLARS REWARD.

STAYED from the Subscriber on the first of March, a Dark Bay horse, nine or ten years old, about five feet high, all his feet white, Star in his forehead and a Snip on his nose—with the mark of Harness on his sides—The last account that has been received of him he went Pollock's Ferry on toanoak—The said horse was raised in Wilkes County for which place it is probable he will bend his course. The above Reward will be given for the delivery of the horse to the Subscriber in Windsor, to Wm. Connelly of Lewisburg or Thomas Henderson, of Raleigh—Information of him will be thankfully received.

GERVAS CLIPTON.

Windsor, March 25, 1811.

FOR SALE,

THAT well known plantation whereon I now live, containing about eight hundred acres; the land is good, the range for cattle, hogs and sheep is as good as any in this part of the country. The terms of sale will be made easy to the purchaser, one half in good notes, the other half one or two years credit.

J. FELLOWES.

Pitt county, Woodbine Cott, Jan. 31, 1811.

NOTICE IS HEREBY GIVEN,

To all persons whom it may concern, THAT from and after this Advertisement all persons, who shall apply to Solomon Jenkins (a Negro factor who has belonged to me) to relieve them of their diseases will be considered indebted to me for his charges. If his charges are too high the person complaining, by applying to me, can have them reduced—And I consider myself bound and do obligate myself to be answerable for his good behaviour.

THOMAS JENKINS.

Gauleville county, N. C. January 4, 1811.

BLANKS,

For Sale at this Office.

ELEGANT CABINET WORK,

EXECUTED IN WARRENTON, N. C.

After the most approved modern Fashions.

THE Subscriber has provided himself with the best materials, and has in his employ a complete Master Workman, which authorizes him to assure his friends that all kind of business in his line shall be executed as well as New-York, Philadelphia, Baltimore &c. or after any manner they may think proper to direct. Orders will be thankfully received and promptly attended to.

THOMAS REYNOLDS

Warrenton, March 25, 1811.

DAVID ROYSTER,

Cabinet Maker, Raleigh N. C.

HAS just received from New York a supply of the best Mahogany, which, with his former supply of materials, enables him to offer to those who may want furniture a choice between Mahogany and Walnut. Orders will be received with thanks, and executed in the best manner, and on reasonable terms.

Raleigh, April 10th, 1811.

NOTICE.

ON Tuesday the 21st Day of May next, before the Piazza of the Indian Queen Tavern in Raleigh, will be sold at public sale to the highest bidder a likely Negro Woman supposed to be about twenty years of age, on a credit of nine months, the purchaser giving Bond with approved security to the subscriber, who sells this Negro agreeable to an order of the Court of pleas and quarter sessions of the County of Franklin.

MARK COOKE, Adm. De do. non

On the Estate of Benet Hill, Dec.

Raleigh April 9th 1811.

JUST RECEIVED

And for Sale at the Store of

T. HENDERSON & Co.

Under the Star Office, the following articles:

- Sugar,
- Coffee, excellent quality,
- Best Spanish Annatto,
- Gun Powder Tea, of a superior quality, at a reduced price,
- Embossed handled Coffee Cups and Saucers,
- Table Casters,
- Coppers,
- Nutmegs,
- Cinnamon,
- London Mustard,
- Best FF. Brand wine Powder,
- Shot of all sizes.

ALSO,

A few articles of Hard Ware, to complete an assortment.

North Carolina State Bank.

THE COMMISSIONERS of the Principal Bank established at Raleigh, having received a sufficient sum of money to carry the said Bank into operation, agreeably to the provisions of the act establishing the State Bank of North Carolina; hereby call a general meeting of the Stockholders of the said Bank, to be held at the State House in the City of Raleigh, on the third Monday in June next, at eleven o'clock in the forenoon of the said day, for the purpose of electing nineteen Directors of the Principal Bank, and for transacting such other business as shall be necessary for organizing the said Corporation.

Stockholders are required to authorize their Proxies in the following form, viz. "I, A. B. being a Subscriber for shares in the State Bank of North Carolina, hereby authorize C. D. to vote for me, and in my behalf, at the ensuing general meeting of the Stockholders of the said Bank, to be held at Raleigh on the third Monday in June next." This Certificate to be witnessed by a Justice of the Peace.

The commissioners of the several Branch Banks are requested to forward to the Commissioners of the Principal Bank, correct lists of their Subscribers, stating the number of shares subscribed for by each, previous to the said general meeting of the Stockholders.

The Commissioners of the Principal Bank will convene at the State House at nine o'clock in the morning of the day appointed for the general meeting of the Stockholders, for the purpose of transacting such business preparatory to the said general meeting, as shall appear necessary.

- John Haywood, Duncan Cameron,
- Henry Sewell, Benjamin Brickell,
- William Peace, Stephen Oberbridge,
- William Boylan, Beverly Daniels,
- Joseph Gates, Theophilus Hunter,
- William Polk.

Hillsborough, N. C. Feb. 27, 1811.

A TEACHER WANTED

FOR THE HILLSBORO' SCHOOL,

THAT writes a good hand, and is well qualified to teach Arithmetic, Reading, and English Grammar. Application may be made to the subscriber by letter or in person.

JAMES WEBB.

Hillsborough, N. C. Feb. 27, 1811.

TWENTY DOLLARS REWARD.



RANAWAY from the subscriber living 6 miles East of Hillsborough, a likely young man, run slave by the name of WILKS about 5 feet 6 inches high, about 22 years old, slender made, well limbed and has a small scar on his right jaw. He took away with him a suit of light coloured mixed purple Cloth. He is a tolerable Rice-maker, and can read tolerably. It is likely he will attempt to pass on East among Swagons, or be carried away a Slave among Swagons, or be carried away some time past. I will give the above Reward and pay all reasonable expenses to any person that will deliver him to me if taken out of the limits of Orange County, or for securing him in Jail as a runaway, or for taking him in the County of Orange or secured in Hillsborough Jail.

SOLOMON NEVILLE.

Orange County April 2d 1811.

TWENTY DOLLARS REWARD.

RANAWAY from the Subscriber living 6 miles East of Hillsborough, a likely young man, run slave by the name of WILKS about 5 feet 6 inches high, about 22 years old, slender made, well limbed and has a small scar on his right jaw. He took away with him a suit of light coloured mixed purple Cloth. He is a tolerable Rice-maker, and can read tolerably. It is likely he will attempt to pass on East among Swagons, or be carried away a Slave among Swagons, or be carried away some time past. I will give the above Reward and pay all reasonable expenses to any person that will deliver him to me if taken out of the limits of Orange County, or for securing him in Jail as a runaway, or for taking him in the County of Orange or secured in Hillsborough Jail.

Hillsborough, 20th March 1811.

FOR SALE,

AT HENDERSON'S STORE, Raleigh,

THE SECOND VOLUME OF

THE STAR,

Well Bound and Lettered—Price 5 c.

IMPROVEMENT.

The Commissioners appointed by joint resolutions of the Honorable the Senate and Assembly of the State of New-York, of the 15th and 16th March, 1810 to explore the route of an Inland Navigation from Hudson's river to Lake Ontario and Lake Erie, beg leave to

REPORT.

That they have examined the country as critically as time and circumstances would permit, and caused surveys to be made for their better information. They beg leave to observe on the present navigation by the Mohawk river, Wood Creek, Oneida Lake, and the Oswego river, which extends from Schenectady to Lake Ontario, saving only a portage at the falls within twelve miles of Oswego, that experience has long since exploded in Europe, the idea of using beds of rivers for inland navigation, where canals are practicable. The reasoning on that subject applies with greater force in America; for in the navigation of rivers, reliance must be had principally on the labour of man, whereas along canals, the force employed is generally that of horses; but the labour of men is dearer, and the subsistence of horses cheaper in America than in Europe. Experience, moreover, has in this country, declared against following the course of Rivers, more decidedly than in the old world; for there, notwithstanding the excellence of the highways, transportation is performed between Rouen and Paris, for instance, in boats drawn up the river; but along the Mohawk, though the road from Schenectady to Utica is far from being good, it is frequently preferred to the river. By the aid of canals, a good navigation for boats can unquestionably be made from Schenectady to the falls in the Oswego river, twelve miles south of Lake Ontario. From Schenectady to the Hudson, and from the falls just mentioned to the Lake Ontario, a boat navigation is also practicable; but whether it be advisable may deserve consideration.

A preliminary point to decide is, whether by this route, vessels can be taken across of size and form to navigate with advantage Lake Ontario and Hudson's river; such, for instance, as sloops and schooners of fifty and sixty tons. The Commissioners believe this to be impracticable, from the want of water at the summit level; whether a sufficient supply, even for boats, can be obtained in a dry season, should the whole trade of the great Lakes be turned that way, is a matter worthy of consideration. Admitting, however, that the boat navigation were completed to the falls in Oswego river, and a sufficient supply of water secured, it remains to enquire, whether it would be prudent to expend what may be needful on the navigation between those falls and the Lake. It will be seen by the report of the Surveyor, herewith annexed, that in this distance there is a descent of little less than one hundred feet, and that the circumstances are peculiarly unfavourable; so much so, that an intelligent practical man (Mr. Weston) formerly pronounced it impossible. That word, however, when used on occasions of this sort, must be understood as standing in relation to the means which can prudently be applied to the end. In examining the amount of expenditure which prudence may justify, it is to be noted, that if the same boat which arrives at the upper end of the Falls, could, after reaching Oswego, proceed on her voyage, it might be worth while to calculate, whether the saving of time and expense of lading and unlading, would bear any rational proportion to the cost of completing that navigation; but that is not the case, and therefore it would be more advisable, if the communication be deemed of sufficient importance, to construct a rail-way. This, according to the estimate of an intelligent and experienced man (Mr. Latrobe) annexed to Mr. Secretary Gallatin's report, on canals and roads, would cost about ten thousand dollars per mile; and by the aid of it, one horse could transport eight tons, supposing the angle of ascent not to exceed one degree. But an angle of one degree will ascend in a mile upwards of ninety-two feet, or nearly as much as the difference of level in the whole twelve miles; if then, two dollars be allowed for a horse, waggon, and driver's wages, with such return load as he can procure for his profit, and ten cents be allowed for the use of the rail-way, and if it be supposed that only five tons be taken instead of eight, the cost will be for each ton the twelve miles, forty-two cents, or three and a half cents per mile; at which rate, one hundred and forty miles, a greater distance than between Oswego and Lewistown, along Lake Ontario, would come to four dollars and ninety cents, being thirty five cents less than the freight now paid.

A question, however of more importance presents itself. Admitting that it were easy to com-

plete a boat navigation from Rome to Lake Ontario, and more difficult and expensive, in comparison, to effect a canal navigation to Lake Erie, would it not be advisable to descend into Lake Ontario, rather than encounter the difficulty and expense of the other course? The Commissioners believe it would not, and without saying, as they might be supposed to do, on the comparative expense of transportation, a topic which will find a better place elsewhere, it is sufficient to be here to state that experience, when once shown on Lake Ontario, will generally speaking, go to show that a canal navigation from Oswego to Rome, will from the present and constant access to that harbour, be as high as to the head of the rapids in the river St. Lawrence. The descent from thence to Montreal, is less than the ascent from Oswego to Rome.

It is probable that a good sloop navigation from above the Gallies to Montreal, would cost less than a good boat navigation from Oswego to Rome. The extent of this last, deducting the Oneida Lake, is fifty six miles; the Fall is on an average near forty inches per mile; the supply of water is doubtful; and in twelve miles of the distance, obstacles almost insurmountable present themselves.

These are facts, to which it would be vain for the citizens of the United States to shut their eyes. The eyes of a rich, enterprising, commercial rival are open; and when it is considered that (if means of easy export be supplied to the inhabitants who may settle near the great lakes) that the country will, in no distant period, furnish a more abundant stock of commodities for foreign trade, than is now sent from all the Atlantic ports of the union. It would be absurd to doubt whether in the competition for that commerce, our neighbours will employ the means in their power. Nor must it be forgotten that the revenue, which, under present circumstances is raised from commerce, and which no probable change will reduce below an ad valorem duty, of ten per cent, cannot but operate in favour of our rivals. True it is, that as far as regards the pecuniary benefit of those who may settle along the Lakes, the route by which their products are sent abroad, and their supplies of foreign articles introduced, must be to them a matter of little consequence. But the political connexion which would probably result from a commercial connexion, certainly deserves the consideration of intelligent men.

In the construction of canals, when recourse is had as must generally be the case, to rivers for a supply of water, it is found necessary to guard with scrupulous care, and not infrequently at enormous expense, against those floods, which pouring a torrent into a canal & tearing down its banks, might at once destroy the navigation & inundate the country. Moreover, it is found that canals, depending on rivers, frequently like the rivers themselves, want water in the season when it is most necessary. Indeed to suppose the quantity of water in a river, when turned into a canal will remain the same, would lead to serious disappointment; much must be allowed for evaporation, and notwithstanding the utmost care, more will filter through the sides and bottom of a canal than those of a river, which are generally saturated.

Thus then two prominent evils present themselves in feeding from rivers, viz. in spring they pour in too much water, and can afford none in autumn when it is most wanted. There is still another evil, which though not so imminent becomes eventually of serious moment. When the country shall be cultivated, streams swollen by showers, will bring down mixed with their waters, a proportion of mud, and that, in the stillness of a level canal, will subside and choke it up. It is also to be noted, by those who shall construct canals in this country, that the true character of a river cannot now be known. Large tracts, for instance west of the Genesee, which appear as swamps, and through which cause ways of logs are laid for roads, will become dry fields, when no longer shaded, as at present, by forests impervious to the sun. In the progress of industry, swamps, the present reservoirs of permanent springs, that burst out on a lower surface will be drained, whereby many of those springs will be dried. Of such as remain, a part will be used to irrigate inclined plains. Moreover, in every place tolerably convenient, ponds will be collected for mills and other machinery, from whose surface, as well as from that of the soil, the sun will exhale an ample tribute of vapour.

Thus the summer supply of rivers will be in part destroyed, and in part consumed, whereby their present autumnal plenty must be impoverished; but in the spring, the careful husbandman and miller will open every ditch and sluice, to get rid of that water, which, though at other times a kind friend and faithful servant, is then a dangerous enemy and imperious master. Of course, much of what is now withheld for many days, will then be suddenly poured out. The torrents must, therefore, rage with greater fury hereafter, than they do in the present day.

Considerations like these, while they cast a shade over many contemplated enterprises, give, by contrast, a glowing hue to that which we have now to consider. The canal from Lake Erie to the Hudson, may be fed by pure water from lakes, provided mounds and aqueducts be made over intervening valleys, or the canal be carried round them. In every case, the attending circumstances must decide. In general, also, it is only after a more accurate examination of the ground, by a skilful engineer, well practised in such business, that the best mode can be adopted, for the species of navigation which may be ultimately determined on, viz. whether for vessels which navigate Hudson's river and Lake Erie, or for barges of from twenty to sixty tons. If the passage were only of a few miles, the