

# THE STAR,

## And North-Carolina State Gazette.

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Vol. IX.

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BY THOMAS HENDERSON, JUN.  
THREE DOLLARS PER ANNUM IN ADVANCE.  
No paper will be sent to any subscriber unless he pays for it in advance.  
Advertisements inserted three weeks for \$1, and 20 cents for each additional week.

**ALBEMARLE LANDS, 500 ACRES FOR SALE.**  
I have for sale a tract of 500 acres of land in the State of Ohio, lying on the western shore of Lake Erie, and bounded by the State of Pennsylvania on the north, the State of West Virginia on the south, and the State of New York on the east. The land is fertile and well adapted for agriculture. It is situated about 100 miles from the city of Cleveland, and is well adapted for a farm or a plantation. The price is \$100,000, and it can be purchased on credit.

**FRANKLIN ACADEMY.**  
The Franklin Academy, established in 1812, is now open for the reception of students. The school is situated in the town of Franklin, and is under the management of Mr. J. W. Wainwright. The course of study is liberal and practical, and includes the Latin, Greek, French, English, and Mathematics. The school is well equipped with books and apparatus, and the teachers are experienced and qualified. The tuition is moderate, and the school is open to students of all ages and conditions.

**NOTICE.**  
The undersigned, J. Wainwright, do hereby certify that the above is a true and correct copy of the charter of the Franklin Academy, as amended by the Legislature of the State of North Carolina, in the year 1817.

**TWENTY-FIVE DOLLARS REWARD.**  
I have for sale a tract of 500 acres of land in the State of Ohio, lying on the western shore of Lake Erie, and bounded by the State of Pennsylvania on the north, the State of West Virginia on the south, and the State of New York on the east. The land is fertile and well adapted for agriculture. It is situated about 100 miles from the city of Cleveland, and is well adapted for a farm or a plantation. The price is \$100,000, and it can be purchased on credit.

**STATE OF NORTH CAROLINA.**  
In Equity.  
The Court of Pleas and Quarter Sessions, for the County of Wake, do hereby certify that the above is a true and correct copy of the charter of the Franklin Academy, as amended by the Legislature of the State of North Carolina, in the year 1817.

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**TO THE CITIZENS OF RALEIGH.**  
I have for sale a tract of 500 acres of land in the State of Ohio, lying on the western shore of Lake Erie, and bounded by the State of Pennsylvania on the north, the State of West Virginia on the south, and the State of New York on the east. The land is fertile and well adapted for agriculture. It is situated about 100 miles from the city of Cleveland, and is well adapted for a farm or a plantation. The price is \$100,000, and it can be purchased on credit.

**WILLS.**  
The undersigned, J. Wainwright, do hereby certify that the above is a true and correct copy of the charter of the Franklin Academy, as amended by the Legislature of the State of North Carolina, in the year 1817.

**COMMISSIONER.**  
The undersigned, J. Wainwright, do hereby certify that the above is a true and correct copy of the charter of the Franklin Academy, as amended by the Legislature of the State of North Carolina, in the year 1817.

**WALL AND LANDS FOR SALE.**  
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**WOOD-CARDING MACHINES.**  
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### Inland Navigation.

#### FOR THE STAR.

##### NAVIGATION OF ROANOKE.

The Roanoke is navigable into Stokes county, 200 miles from its mouth, and its whole course passes through one of the most fertile countries in the world. The only considerable obstruction to the navigation is at the Great Falls, 7 miles above the town of Halifax. The rapids continue 7 miles higher. The fall of the water in the whole distance is near 80 feet. There is no one of considerable descent, nor is the whole distance a rapid, nor in the middle of the river is there any narrow passage. The river is divided into many channels by numerous islands, which are raised up and down the falls. When the river is low, the water flows over the rocks in a noisy, turbulent manner; but when there is a swell in the river, the current is even though strong, and boats can descend, though with difficulty, and at some hazard; but cannot ascend in any season, and then with great labour.

Mr. Barnet, of Buckingham, a very intelligent and most enterprising man, employed many years ago, several boats in the navigation between Roanoke and Halifax, and many hundred tons of tobacco were annually delivered by him at the suspension in that town. Only one boat presented itself, and that required a party of a few hundred yards at Roanoke in Virginia, where there is now a mill, and where a lock could unite the navigation at a small expense; all the other partial hindrances and difficulties above the falls, consisting of rocks and small rapids in one or two places, and cross meadows, which can easily be removed.

Mr. Barnet, who is well acquainted with the navigation of James river, says that the Roanoke between the falls and Danville, has a better navigation than James river has any where above Richmond. Of the value of that of James river between Richmond and Lynchburg every one is acquainted.

From the falls of Roanoke to Plymouth near the mouth of the river is about 70 miles of head. In this part of the river there are no obstructions to navigation except from sand bars and flats, which accumulate around sunken trees. These bars can easily be raised as they are now raised hundreds in the Cape-Fear between Fayetteville and Wilmington, by means of a windlass between two screws. The logs being removed the sand very soon disappears. There is a regular trading schooner of 40 tons burthen that runs constantly between Norfolk and Halifax, which can sail in the sound and when the wind is fair on the river, and is capable of making a voyage in safety to the West Indies. I saw her lately at the falls laden with 500 bushels of salt, a quantity of rum, &c. which she was lading for home.

The obstruction at the Great Falls can, and shortly will, be overcome by canals and locks at an expense that will be considered trifling in comparison with the importance of the object, and this work is now in progress—not indeed, that the company are at this moment actually cutting the canal, but they are constructing a temporary road round the falls, seven miles and a quarter in length, from the Buzzard Rock to the end of Mash Island, near Prides Ferry. The work is under the immediate superintendance of Col. Caldwell Jones, the President of the Company, and he pursues his object with an ardour that is not to be wearied. This summer the portage road will be completed, and in two years more it is expected by many (in three years by myself) that the canal and locks will be finished. Preparatory to the transportation of the present crop down the river, warehouses are erecting at the head and foot of the falls by Col. Jones, and boats to store the produce as delivered alternately from the boats and wagons.

The Diamond Swamp Canal Company are making simultaneous exertions to divert the immense trade that is soon to be poured down the Roanoke into the harbour of Norfolk. The canal has within a few weeks been drained of water and labourers are now deepening and widening it with great expedition.

But it is still a question with many into what channels the commerce of this extensive river is to be conducted, and from what port its produce is to make its final exit from the country. Questions on this subject are often put and variously answered. Will the hesitation of the boat at the falls create a town there? Will the favourable situation and capital of the town of Halifax draw any considerable portion of the river trade to it? Will the river trade concentrate at Plymouth or will the canal boats be capable of crossing the sound & proceeding direct to Norfolk? Would Plymouth vessels carry the produce to New-York and find in the increased price over the Norfolk market, compensation for the enhanced expense of transportation? Will the improved steam navigation enable the river produce to find its way with advantage down the crooked and now difficult channel of Core Sound to Lenoxville, where there is an admirable harbour with a fine draught of water, a healthy and pleasant situation for a town, but as yet no merchants or capital? Or shall we, by cloaking up Croatan Sound procure an outlet direct from the Albemarle Sound to the ocean? The last project I consider as visionary and impracticable, and as for the rest I cannot answer further than express an apprehension that the proximity and capital of Norfolk

will continue to hold us tributary to our proud step-mother, Virginia.

From Plymouth near the mouth of Roanoke to Elizabeth on Pasquotank river, near the entrance of the canal is 60 or 70 miles down and across Albemarle Sound. The distance from Elizabeth to Norfolk is 45 miles by land, but about 60 by water. The canal is 22 miles in length is intended to carry 4 feet water, but usually has hardly half that quantity. The canal is led from Drummonds pond, by a tributary canal two miles and a half long, and is also supplied by the water of the swamp, every where penetrating through its sides. In dry seasons these supplies are insufficient and the canal in places is almost without water. There are but few locks, I think not more than 4 or 5 locks on the canal; a road is formed on the margin intended as a towing path for horses and mules, but boats are now propelled by the strength of men. This road is also the stage road from Elizabeth to Norfolk. If a boat carries 80 or 100 barrels, which is the usual size, two men place the point of their oars, one in the bow and the other in the stern of the boat, and press the other end against the shoulders as they walk the road at the rate of about 3 miles an hour. If the boat is larger (and I have seen them of 200 barrels on the canal) a sweep is attached to it, which the boatmen press against with their breasts. The stock of the company has never been valuable. During the late war when the receipts were greater, the toll amounted to about 10 per cent. upon the capital expended, which is about 250,000 dollars. This is a brief view of the anticipated channel of Roanoke commerce.

Norfolk and Petersburg have been poising up and down in alternate preponderance. Petersburg is now in the zenith of her prosperity, but her trade is going to Norfolk, and she must sink as her rival rises. North-Carolina furnishes all with the means of wealth and in return is hated and treated with the abjection of contempt. The first best wish of a North-Carolina patriot is, that some means could be devised to divert the trade of Albemarle and Pamlico to Lenoxville and Beaufort.

### From the Northern Federal Republican.

#### INTERNAL NAVIGATION.

It will be recollected that, at the last session of our Legislature, a Board of Commissioners was appointed for the purpose of obtaining surveys of our coast, with a view of rendering practical the navigation of the Albemarle sound through Roanoke Inlet. The Board have employed Mr. Price, of this town, in conjunction with a Capt. Clarke, late of the United States army, to enter on the contemplated survey; which will be commenced in a few days. In addition to the above, it is stated in the National Intelligencer, that they "had obtained, by consent of the Executive, the valuable aid of General Swift of the corps of Engineers." This statement is probably incorrect, as it is well known, that the General is now on a tour through the Northern States with the President which will occupy several months; so that the idea of any assistance from him is altogether precluded. To say nothing at present of the visionary nature of the scheme, and the waste of public money to be lavished in carrying it into effect, the surprise of every reflecting man must be excited, should that neighbouring and distant states be applied to for engineers, to the exclusion of persons in our own state eminently qualified to test the practicability of a project which our Legislature, in all its wisdom, has thought proper to take into serious consideration. Besides, there already exist several ample charts of our coast and sounds, acknowledged by mariners to be infinitely superior to those of the coasts and waters of any other state in the union; one by Price and Strother, and the other by Messrs. Price and Cole, acting under the authority of the government of the United States. That the gentlemen employed will do honour to themselves and justice to the state, so far as their professional abilities and opinions may be required, there can exist no doubt; But that the ultimate object in view, the daunting up the entrance from Albemarle into Pamlico and forcing the waters of the former through Roanoke Inlet, or any other inlet, will ever be accomplished, so as to render the navigation better than at present, is a question which will, probably, never be decided. Admit that a dam could be formed; it must be of materials opposing stronger resistance to the waters of the sound than the banks which separate them from the ocean, or away goes the dam. Admitting it to stand; before the waters of the sound can be raised sufficiently to produce a current through the Inlet that will cut a channel, all the low lands of Albemarle will be laid under water, and the golden hopes of our Mattamuskeet speculators completely washed away; and in all probability the commerce of the northern section of the state, forced up Elizabeth River and through the canal in flat bottomed boats to Norfolk, instead of finding a direct communication with the W. Indies and elsewhere as at present. But it is needless to indulge in reflections on a plan so chimerical and absurd; a plan imposed on the credulity of the state by a few herring catching individuals, associated with a number of visionary enthusiasts for internal improvement, who know as little of the nature of our coasts and waters as the inhabitants of Kamtschatka.

But it is still a question with many into what channels the commerce of this extensive river is to be conducted, and from what port its produce is to make its final exit from the country. Questions on this subject are often put and variously answered. Will the hesitation of the boat at the falls create a town there? Will the favourable situation and capital of the town of Halifax draw any considerable portion of the river trade to it? Will the river trade concentrate at Plymouth or will the canal boats be capable of crossing the sound & proceeding direct to Norfolk? Would Plymouth vessels carry the produce to New-York and find in the increased price over the Norfolk market, compensation for the enhanced expense of transportation? Will the improved steam navigation enable the river produce to find its way with advantage down the crooked and now difficult channel of Core Sound to Lenoxville, where there is an admirable harbour with a fine draught of water, a healthy and pleasant situation for a town, but as yet no merchants or capital? Or shall we, by cloaking up Croatan Sound procure an outlet direct from the Albemarle Sound to the ocean? The last project I consider as visionary and impracticable, and as for the rest I cannot answer further than express an apprehension that the proximity and capital of Norfolk

will continue to hold us tributary to our proud step-mother, Virginia.

**FISHL**  
A FGW barrels of prime cut Herrings left with Richard Smith, Esq. to be taken up.  
JOHN CAMPBELL.  
Raleigh, June 25, 1817.

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