BY THOMAS HENDERSON, IUN.

terroy, Three Dollars per annum-No paper will be without at least \$1 50 is paid in advance, and no paper tinued, only at the option of the Editor, unless all ar-THE RATE, not exceeding twelve lines, inserted three

loney

er for \$1, and \$5 cents for each continuance

North-Carolina,

BUNCOMBE COUNTY. Court of Equity -- Robert Kyle, to William

Bill of Complaint ng to the satisfaction of the Court that Chris Kyle one of the Defendants in this suit, resides with correct on him. It is therefore ordered by this boson-court that unless the said Christopher Kyle appear at en term in this court to be holden on the first Monday the fourth Monday in September next at the Court Ashaville then and there to plead, answer or demar, Complainant's Bill, as far as respects birn the said opher Kyle, it will be taken pro confesso, and set for expuree at the next term.

WILLIAM R. SMITH, C. M. E. 28-3 wpd.

Thirty Dollars Reward.

UNAWAY from the Subscriber, on the night of the 7th instant, a negro man by the name of SAM, supposed to out 23 years of age, and about five feet, 3 or 4 mehes, he has a sear under his left ear, occasioned by a burn, arried with him the following clothing, viz: two pair of sket made of black cloth, and a waistcoat of mixt horsespun, has a very down look and will not look any person in the feelf he can avoid it. The above Roward will be given to aerson that will deliver said negro to me in the city of igh & all rersonable expenses paid; or 10 dollars if taken shoulined in any Jail in this State so that I get him again, puchased the said negro of Mr. Elish H Bond, of Gates remarks.

Saity, who said the said negro belonged to a Mr. Timothy

Possess

Saiton of said county, at the time I purchased him. JOSIAH DILLIARD.

10th July, 1817.

A List of Letters,

EMAINING in the Post office at Hillsborough, (N. C. Absolom Alston, Abner B. Bruice, Absolom Batler, Archibald D. Murphey, (2) Alfred Horn, Alexander Faddis falch Willson, Chesley F. Fausett, Charles Cox, Cathraa Bowen.—Darling Andris, Joseph Shaw, David Ray, David Gilston, Duncan Cameron.—Edward Davis, Edward Turner, Elizabeth Waters, Edward Wintman, Elisha Fekard, (3) Elisha Lea, Eliza H. Bell.—Francis Burnin—Benjamin Barbee, Jas. Kerr—George Tatum, George Fekard, George Johnston, George Hett.—Henry Geodist, Henry Forrest, Hubbard Sims, Henry Hunt, Hugh Curtey.—John Vanhook, (5) James Webb, James Williams, (3) John Taylor, Josiah Turner, (4) John Umstead, James Shepard, James Stewart, John M'Dade, James Murtoh, Jeremiah Edge, James L. Wortham, James Mebane, Jam Ewilliams, (2) J. Newbind, (2) Jno Lindsey, Jno Long, John Holmes, Isaac Holden, John Gatis, John Cate, James Camey, John M'Catil, John Garrington, John Catag, John Carington, John Catag, John Carington, John M'Catag, John McCatil, John Redin, John Vickars, John M'Callan, James Maher.—Lucy Seoby, Lewis Person, Lucy Am Curry, Mr. Carington, Miss M. Rouse, Mary, Wayne M. M'Clir, Matthias Halatead Mark Henderson, Martha Palett, Mary R. Anderson, Mark Andris, Mary Anderson, Phys. Vintus, Polly Danagar, Ransom Cloud, Robert Davis Absolom Alston, Abner B. Bruice, Absolom Batler, ckson, Samuel Kerr, Sarah Hall, Samuel Edminston, The-bilus Thomson, Thomas Kerk, Thomas Flint, Thomas edmand, Stephen Carrill.—William Frew, sen. Willy law, William Terry, (2) Willis Anderson, William Pik, filliam Roach, Willis Wills, William Kirkland, William Irrow, Wm. Manner, Wm. T. Backas, William H. Good-William Tery - Zackus Burrows.

Hillsborough, July 1, 1817. State of North Carolina.

WAKE COUNTY. May Term, 1817.

RICHARD L. COOK, P. M.

May Term, 1817.

E following persons obtained permission to retail spinious figures by the small measure, viz:—
well Watts, "Wm. A. Tharp, &co. Joseph Brasfield, S.
**ggg, "Edward Tansil, "John Revis, "Jessee Gill, WilAndrews, "George Brusfield, Littleton Ivey, Busbec and
tel, Theophilus Sanders, "Wm. Curtis, "Burwell Battle,
tel, Theophilus Sanders, "Wm. Curtis, "Richard
erts, & Co. "James Mears, sen. "Caleb Jeter," William
https://doi.org/10.1016/j. Ordered to be published in the State Gazette

B. S. MING, Clerk. B. S. KING, Clerk.

Those to whose names at is prefixed have obtained Lisizes true others have not applice.

State of North-Carolina,

NORTHAMPTON COUNTY. Pleas and Quarter Sessions, June, 1817.
Us. Peter Maddry defendant -Original Atliment, returned levied on a tract of land. HIO property attached is condemned and a judgment by default is granted the plaintiff. Ordered that the detendgreat the next Court of Pleas and quarter Sessions of for the county of Northampton at the Court hous: county on the first Monday in September next, repleanswer or demary otherwise judgment final will be inst him, and that a copy of this order be forthwith three souths snotessively in the " Star" pub-

J. C. HARRISSON, ch. STATE OF NORTH-CAROLINA,

ROCKINGHAM COUNTY,
In Equity, Spring Term, 1317.
Join Jayee, vs. John Sharp
acting to the satisfaction of the Court that the Defenos not reside within the limits of this state. It is the courtulat publication be made for six weeks to it the Ratage Star, that unless the defendant ap-cents Court in the holden for the county of Rocket is the next Oductur in holden for the country of Juck-in at the Court House in Westerth on the fifth More ten the fourth Minday of September next, and plead, or deman, the Hill will be taken per confesso against

North-Carolina,

Original Attachment, returned levied on a tract of land joining the lands of Willie 11, Goddie, and others.

Johning the lands of Willie H. Bothlie, and others.

THE Defendant not laying outered his appearance, a judgment by default is granted the Plaintilis, and a writ of squiry is awarded them to be executed at next term, and it is advered that the defendant appear at the next court of pleas and quarter sessions to be held for an aboutly of Northumpton, a the Court house in mid-county on the first Monday in September next, repleay, plead answer of demury otherwise indeneat final will be entered against him; and also ordered that copy of this order be forthwith inserted for three mouths accessively in the Sun, published in the city of Raisigh—A J. C. HARRISON, Clerk

State of North Carolina.

Court of Equity, third Monday after the fouth Monday in March, 1817.

Joseph Cloud, Adm'r. of Henry France, dea'd re William. France, Daniel France, Sarah Colley, Nathaniel Scales and Mary his wife, heirs of Henry France, deceased, Original Bill

T appearing to the satisfaction of the court that the defen-dants to wit: William France, Daniel France, Sarah Colley, Nathaniel Scales and Mary his wife, do not reside with-in the limits of this state, it is therefore ordered, that publicain the limits of this state, it is therefore ordered, that publica-tion be made for six weeks miceasively in the Star, printed at Raicigh, that unless they appear at the next Court to be holiten for the county of Stokes, at the Court-house in Gor-manton, on the third Monday after the fourth Monday in Sep-tember next, and plead, answer or demar, the hill will be ta-ken pro confesso and heard exparte against them.

Copy from the minutes, EMANUEL SHOBER, C. M. E. April 20, 1817

Inland Navigation.

FOR THE STAR.

Mr. Henderson-I noticed in your paper of the 27th ultimo, a piece signed Granville, upon fraught with good sense, and pourtrays the truth

The last idea of the author that "the first hest wish of a North-Carolina Patriot is that some means could be devised to divert the trade of Albemarle and Pamptico to Lenoxville and Beaufort," has produced from me the following

Possessing some practical knowledge of the sounds of North-Carolina, and of some of the rivers which empty into them, and knowing the great wish of the legislature of the state in a national point of view, to have a town and outlet of our own, as was expressed in their appoint not of commissioners for that purpose, my mind turally dwelt a little upon the subject. That

can be but little question. And it is certainly matter of surprise that her waters should have been permitted until this day uselessly and unused to roll in silence to the ocean unburdened by the rich productions of her shores. But I imagine one sweeping expression will comprehend the cause, the want of well directed enterprise. The plan in contemplation and which a canal around the falls is universally approved

of. But after the produce from above is affoat below the falls, speculations are numerous, as The M'Clir, Matthias Halstead Mark Henderson, Martha Priest, Mary R. Anderson, Mark Andris, Mary to the best and most convenient outlet to the of the river, and that state pride which always accompanies it, and secondly the want of state river. I am no Engineer, but I will neverthepride in the direction of the North-Carolina in- less suggest, that a canal might be cut to lead terest, associated with a modest unassuming the waters of Roanoke into those of Fishing wish to take the supposed cheapest rout without fully investigating the importance of the subject. The way to Norfolk is already partially opened, and for no other reason, as I conceive, the citizens of North-Carolina, without looking sufficiently far, soem tacitly to agree it will-do. Suppose then the produce of Roanoke is sent to Nortolk, how will it be sent there, & what dficulties will attend it? The river boats will carry it to Flymouth; it must then be reshipped on board decked vessels to cross Albemarie sound

and to ascend Pasquotank river to Elizabeth. It may go on thence in the canal boats to Norfolk. This will produce the tripple necessity of three different sorts of crafts to Norfolk, in order to meet the shipping for foreign markets. But it may be said decked vessels are already constructed to ply between the falls and Norfolk, the arrival of which have been announced at Halifax, by way of the canal. I admit crafts of this sort may be built to answer to a certain extent, but the chief staple of trade which the Roanoke is intended to send to market is Tobacco, which article will not store well in a vessel of the construction of the one which appeared at Halifax. Her depth of hold was four feet three inches only, with a breadth of beam of thirteen or fourteen feet. Such a ves-

sel would stow a hogshead of Tobacco only along her keel, in consequence of the flow of her sides. This probably would enable her to carry a load not equal to half her tennage. When we look at the cost of this vessel, this common carrier, like which all must be that cross the sound, and find that if was not much less than one thousand dollars, if any, her diminished capacity to carry Tobacco, we necessarily see that the freight of that article must be enhanced; and in presention to the increased difficulty of transportation by that much less will the planticles be reduced. Suppose a constructed with greater depth of had a sides more perpendicular, thereby

making the capacity better suited for the storage of Tobacco. It may be answered that a vessel of that contraction will necessarily draw too much water for the canal, which in dry seasons carnot be fed sufficiently from its situation, as former experience testifies ; for in proportion as you take from a vessel the flow of her sides so in proportion will she lose her bubyancy and

increase her drait of water. Such a vessel as appeared at Halifax (and I imagine it was one of the most matured construction) will answer a raluable purpose in transportation of grain; with

this difference however in contrast with the riv- | feet water; of this description they are passing er flats, that the difference in the cost of the land repa sing daily. There are but two shoals two must produce a corresponding difference in that present any difficulty, one is off Piney the price of freight, which is always to be taken Point, the other off Bell's marsh, and any boy from the planter. And admitting that decked in the neighborhood of either, is a good pilot for vessels could be constructed to take Tobacco on board to advantage and pass the canal, it must always be understood that the encreased expense of freight must be bourne by the planter. A common Tar river boat, such as plies between Tarborough and Washington, and which would answer for Roanoke, that would entry lifty hogsheads of Tobacco, would nest only \$ 300, when a decked vessel of equal carriage swited for the canal would cost not less than \$1500. The difficult navigation between Roanoke and Norfolk, owing to the intervention of the sound, must then from the change of ling of Tar and Neuse rivers, it will be seen ecrafts, or the expensive construction of new ones, expressly suited for all purposes of the concentration of our immense trade from the navigation, render the transportation expensive and costly agencies necessary to the planter, before he can dispose of his produce at a desired ern states, allowing fifteen feet water out, and the subject of the Roancke Navigation. It is pmarket. In Petersburg, and it has long been a an excellent chance to load deeper if desired no doubt a pleasure to your readers to meet fashion there, which the illiberality of the mer- over the bar. I saw a ship of upwards of four with such a production, as it is well written, chants of that place render necessary, a planter hundred tons take in her teck load over the bar can't sell a hogehead of tobacco to advantage, it at Old Topsail, and during the time of her bewith intelligent suggestions as to probable fund considered, though he carries it himself to ing at anchor, it blew tremendously, that she market, but he must give a commission of two rode out the gale apparently with no apprehensell for him. And how will it be as to commis- world, that the hodse of **** of Petersburg sions and extra charges under these increased during the late war, transported from that placel difficulties ! I would now ask, is there no way by Norfolk through the canal, and the sounds for the wealthy and independant state of North of North Carolina, large quantities of Tobacco Carolina, who has always been shamefully tri- and Flour which were shipped out at Old Top hutary to Virginia in a commercial point of view, sail for European markets, under the supposed to shake off the shackle of her bondage?—is false assumption of Russian and Swedish cothere no way within her own limits by which she can have a good uninterrupted boat navigation to where good ship navigation commences, or must she be the last of all, and by way of cap-, the climax, be compelled notwithstanding all the attending difficulties, to send the produce

to shake off the shackle of her bondage ?- is the Roanoke is the most important river in the of Roanoke to Norfolk? It might be said frem old United States, except the Hudson, there the grand display of public spirit manifested by our last legislature, that North-Carolina is willing at least to surmount ordinary difficulties for

the beneat of a market within her limits. She has appointed commissioners to survey our coast, to report the most suitable outlet to the ocean, as well as the most eligible scite for a town. Even the opening old Ronnoke inlet is contemplated, at the expense of daming across al men both are impossible. As the state is willing to do so much to further the views and objects of trade within her limits, I conceive a plan may be suggested and its execution hoped

inte the waters of Roanoke, with those of Tar creek near Enfield; or that a canal might be cut from the Scotland Neck settlement to Tarborough, or from Williamston to Washington, or perhaps with best effect from Plymouth to the head of Pango river. An Engineer could best select the situation for a canal, and I think be more profitably employed than in viewing Croatan sound to dam it, or old Roanoke inlet with a view to open it, both of which from the view I

took of them, though it was on a stormy day,

must remain as they are, beyond the controul

of man. It is supposed that a canal might be cut so as effectually to unite the two rivers of less length and of much less cost, than the Norfolk canal. And can't N. Carolina to effect so valuable a purpose, do as much as a Norfolk Company has done for a less one? Should this canal be cut, we should then have good boat navigation without interruption, to some place to be selected, a suitable seite for a town, and good ship navigation afterwards, which would completely obviate the immense difficulty presented at this time by the intervention of Albemarle sound and Pasquotank river in the way to Norfolk. And if the waters of the rivers are united any where, it will be seen by the map even, that a very direct rout will be obtained to the ocean. But to go round by Croatan, or to go

to Nortolk, will involve in either case a difficult and circuitous navigation. Suppose then boat navigation terminates somewhere upon Pamptico, the rout to Ocracock will be direct and easy for all vessels that can cross that bar either to go coast-wise, or to the West Indies. It may be objected however, that vessels suited for the European trade can't go out at Ocracock. I

will admit that the water upon that bar and swash near it is not as good as we could wish it, but that there is a trade carried on from New bern and other places to Europe can't be denied. The fine brig Superb of Newbern, of between two and three hundred tons, cleared out from Newbern for Bristol on the 16th ultimo, with the late President of the Newbern Bank and

his family on board as passengers. But to do

away all difficulty. European shipments may be made from Lenoxville nearly opposite old Topsail. And from the town on Pamptico the course will be direct to Lenoxville through Core

sound, and the distance will not be very great, for from Washington at the head of the river to Lenoxville, is only one hundred miles. But it is generally supposed at a distance that the navigation of Core sound is difficult; this is a mistake, if vessels are used drawing only seven

Having the produce of Roanoke boated to some place to be selected on Pampfic it will be easy from thence to make all shipments to the West Indies direct, and conveniently to a-ny part of the continent of N. America. A Euroropean trade is now carried on from these waters, but should larger vossels than can cross Ocracock wish to take in loads, they can receive them at Lenexville, which is one way that ship-ments are now made from Newbern. When this plan is viewed in connexion with the openvidently that we have a fair prospect for the country watered by those rivers at Lenoxville, which is one of the safest harbours in the southand an half per cent to a Tobacco Broker to sion. Indeed it is notorious to the commercial lours, thereby fatning upon the impoverished condition of the planter, but at the same time evidencing a dereliction of principle, and a total disregard of that homage and respect which they were bound to pay in return for the pro-tection of the laws. This goes to show, to say the least of it, that some of the Virginians, though they find great fault with our waters and our outlets, can use them to great advantage, when they can't use their own.

As North-Carolina begins to feel and exert some state pride and her citizens some interest. in having a place of trade of their own, it is onconnect the waters of the Roanoke and Tar river, and every object will be accomplished to suited for trade to every market, and whence will flow the immense produce of Roanoke, Tar and Neuse rivers & all their tributary streams.

The Great Western Canal which is to unite the waters of the Lakes with the Hudson, is of immense national importance, and has accordingly excited much interest. The celebrity of the project may have been a little incres by the spleadid talents which have originated and promoted it-those of Dewitt Chinton; but its expected effects upon the trade of the Lakes, of Canada, of the Ohio and other waters of the Mississippi, make it regarded as one of the strongest ligaments that can bind together the United States in the bonds of mutual interest. It seems a report has lately been made and published on the subject, by the commissioners; accompanied by the plans, views and estimates of the Engineers. This report we have not seen, but air excellent summary has been extracted from it by the Editors of the Columbia, (S. C.) Telescope, which we avail ourselves of in order to give to our readers a correct idea of this particular Canal, and also to diffuse some general information on the subject of canalling that is much wanted by the public; and in the hope, furthermore, that it will tend to keep up and increase that spirit of enterprise in North-Carolina, which is now so happily and successfully directed to objects of internal improvement.]

THE GREAT CANAL.

The long projected canal in the western parts of New York, which has excited every where a considerable degree of interest, will, undoubtedly, very soon be commenced, and we question not will in due time be completed. The official report of the commissioners, with the maps, plans, surveys, and estimates of the en-gineers, has lately been published. The canal is to extend from the city of Albany, on the Hadson, to the mouth of Buffalloe creek on lake Erie, a distance of \$53 miles, and the expense is estimated at little less than fire millions of dollars, or not on the average quite fourteen thousand dollars a mile. The dimen-sions of the canal and locks are to be as follows, viz. width of the surface, forty feet; depth of water, four feet; the length of a lock, ninety feet, and its width twelve feet in the clear. Vessels of 100 tons may navigate a canal of this size, and lumber and spars of any required leagth, may be transported upon it.

The commissioners begin their survey at lake Erie. Buffaloe is made the point of communication with the lake because it has a capacious harbor for boats and shipping. If/the readers while perusing the following exposition of the canal, has any tolerable map of New-York be-fore him, he will more readily comprehend it.

From Buffalce to Genesee river two routes are taken into view, and each have their particular advantages and disadvantages, but a selection of either has not been decided on. One route, and apparently the favorite one, is from Buffaloe along the margin of the Niagara river to Tonewonta creek, a distance of 16 miles. It is then proposed, by erecting a dam, to raise the waters of this creek 41-2 feet to the level of lake Erie, and to form a towing path along the bank of the creek which will easily admit of it; by which means the bed of the creek