

# THE STAR,

## And North-Carolina State Gazette.

No. 30.

RALEIGH, (N. C.) FRIDAY, JULY 27, 1831.

Vol. XII.

PUBLISHED WEEKLY,  
BY THOMAS HENDERSON, jr.

Subscription, three dollars per annum—No paper will be sent without at least \$1 50 cents in advance, and no paper discontinued, only at the option of the Editor, unless all arrears are paid. Advertisements not exceeding twelve lines inserted three times for one dollar, and twenty-five cents for each subsequent insertion.

BY AUTHORITY OF THE STATE OF NORTH-CAROLINA

### HILLSBOROUGH MASONIC LOTTERY.

SCHEME.

1 Prize of 5,000 Dollars is	\$5,000
2,000	2,000
1,000	1,000
500	500
100	100
50	50
10	10
5	5
2500	2500

2536 Prizes, 3 More Prizes than 2374 Blanks, 3 Blanks.

5000 Tickets at 5 dollars, is \$25,000

#### STATIONARY PRIZES.

The last drawn ticket on the 1st, 3d, 5d, 7d, 9d, 11d, 13d, 15d, 17d, 19d, 21d, 23d, 25d, 27d, 29d, 31d, drawing, will be entitled to a prize of 100 dollars.  
The first drawn ticket after four thousand have been drawn, will be entitled to a prize of 2,000 dollars.  
The last drawn ticket on the 5th day's drawing will be entitled to a prize of 500 dollars.  
The last drawn ticket on the last day's drawing will be entitled to a prize of 5,000 dollars.

All the other prizes will be floating in the wheel from the commencement of the drawing, viz:

2 of 1000 Dolls.	10 of 50 Dolls.
1 of 500 Dolls.	100 of 10 Dolls.
3 of 100 Dolls.	2500 of 5 Dolls.

Prizes payable ninety days after the drawing is completed, subject to a deduction of fifteen per cent.

Prizes not demanded within twelve months after the drawing is completed, will be forfeited to the wheel.

The drawing will commence as soon as a sufficient number of tickets are sold. The drawing will take place once a week, and five hundred tickets will be drawn each day until completed. Notice will be given in the newspapers published in this place, and at Raleigh of the commencement of the drawing.

Tickets can be had of the managers, and at most of the stores in this place, and at the post office. Letters addressed to either of the managers, with the cash enclosed and the postage paid, will be promptly attended to. Tickets will be forwarded to the principal towns in this state, and to the court houses of the adjacent counties, for sale.

James S. Smith,  
David Yarbrough,  
John Scott,  
Thomas Grancy,  
Willie Shaw.

Tickets for sale at this office—Letters post paid, enclosing the money, will be attended to.

IMPROPER statements having been lately circulated at numbers and other places in this neighborhood, relative to the progress of the repairs of the State House, I consider it my duty to inform the good citizens of the State, who live out of the county of Wake, and who may therefore be unacquainted with the nature of such reports, that they are altogether incorrect, & that I have the fullest confidence of being able to render the rooms to be occupied by the Senate, House of Commons and Clerks, comfortable and convenient by the usual time of the meeting of the Legislature.

WM. NICHOLS, State Architect.  
Raleigh, July 18, 1831. 29-31.

#### Abandoned

FROM the subscriber on the 17th inst. a bound boy, by the name of Samuel Hicks. Said boy went away without any just cause whatever, and this is therefore to forward any person harboring him, as the law will be rigidly enforced against such offender or offenders.

GILLY SANDERS, 11p.

Wake county, July 20, 1831.

#### Stray taken Up.

ENTERED by Charles Gathness, on the 29th May last, a light sorrel mare, black mane and tail, a small white spot in her forehead, rather cast down, supposed to be between 12 and 15 years old, 4 feet 4 inches high, appraised to \$20.

JAMES STREATER, Ranger.  
29-31p.

Anson county, July 7, 1831.

#### Stray.

ENTERED by Thomas Crawford, on the 7th July, 1831, a sorrel horse, 5 years old, 5 feet 2 inches high, a star in his forehead, and a saddle spot on each side of his withers, both hind feet white, one of his eyes appears a little injured, by (it is supposed) cutting out the looks, and whod before, appraised to \$100.

JAMES STREATER, Ranger.  
29-31p.

Anson county, July 7.

#### Entered

ON the Ranger's book of Cumberland county, a stray sorrel horse, with a small star in his face and a blemish in his right eye, about 12 years old.

Also, a stray mare, of a bright bay color, with a star on her nose, and a star in her forehead, dark mane and tail, 7 years old, and 14 hands high.

G. K. BARGE, Ranger.  
29-2w.

July 5, 1831.

ICE-CREAMS can be had at the house of the subscriber on Monday next, the 25th inst. and every following week during the summer season. Also ICE by the pound, at 6 cents.

S. SCHAUB.  
Raleigh, June 22.

#### Notice.

ON the 31st May 1830 a negro man who calls himself John was committed to the jail of Orange as a runaway. He says he was purchased by a Mr. Turner, a negro trader, some time in April preceding, from Thomas Spain in Gloucester county Virginia, and that he was run away from said Turner a few weeks before he was taken up and committed. He appears to be about thirty years old, stout built, five feet, 3 inches high. Unless the owner shall come forward, prove property pay charges and take him away, I shall on the third Saturday of September next proceed to sell him to the highest bidder for ready money, at the Market House in Hillsborough, agreeably to law and an order of the county court of Orange to that effect.

THOMAS CLANCY, Sh'f.  
29-3w.

June, 14th 1831.

#### BLANKS

For sale at this Office

### West Florida.

FOR THE STAR.

Mr. Editor—I am not in the habit of writing for publication, but observing in your paper under date of the 15th inst. a private letter, published in the Petersburg Intelligencer, from which you have extracted it—objecting in a good many points of view to the conclusions he has drawn, as respects the growth and importance of the capital of West-Florida, I submit the following—If it is worthy of a column in your paper, it is at your service.

In the first place, he takes it for granted that Pensacola is perfectly healthy, because the few Americans who have resided there, or have been so. Many, no doubt, that he saw, had never arrived, and even if they had, it is not a good criterion to judge by, without a further examination—for by the same rule I might say Mobile was healthy, which no one would believe, because Americans I saw there were perfectly so, without taking the season into consideration; for the spring is generally the most delightful part of the year. There are 3 or 4 Americans in Mobile, who have been living there from 12 to 16 years, and are almost the only ones that have ever resided there, previous to its coming under our government. In appearance they are as healthy as any men—And it is a well known fact, that since the Americans have got possession of Mobile, and have so rapidly increased the town in improvements and numbers, the place has become more sickly than it ever was previously believed to be. Ask the natives, and they say the difference is not material, many having resided in both places. That there are more local causes to produce disease in one than the other, I do not pretend to deny. As well as my memory serves me, the authority I cannot cite, the yellow fever prevailed at Pensacola to an alarming extent many years since; whether engendered there from local causes, or imported, I leave to medical men to determine. And I doubt very much indeed whether, after the Americans get possession and introduce a different mode of living, and in building of docks and wharves, but what there will be a great many causes created to produce disease, operating on them by the climate. In its local situation, causes are not numerous, but different people in manners, habits and customs, will, no doubt, in that climate produce many circumstances of bilious affection. And I do believe it will be an unfortunate circumstance whenever the Americans shall improve the town by building of wharves, otherwise than a bold front, and without docks or slips.

In the report of the board of Physicians of Mobile, respecting the origination of the dreadful malady that prevailed there in the fall of 1829, they decidedly gave it as their opinion that it was produced by a considerable rise of the bay, by a southeast storm, overflowing the lower part of the town and destroying the wharves, which had been made principally from rotten drift wood and marsh mud. In the next place, the trade of St. Marks river and tributary streams will always find a market at its mouth, and already at Fort Gadsden, on the Apalachicola is, and has been for sometime, a mercantile establishment, sufficient to supply any settlements that may or will be made on these waters, for several years, and as the importance of its trade increases, so will capital, without considering its unhealthiness. This house is principally supplied from New-Orleans by small vessels drawing six or seven feet water through the inland passage, which any person will admit is a better market than Pensacola can be for years; in fact, can never offer any competition. As for the produce coming by land, it is entirely out of the question. In the distance of the river craft navigation of the Conecuh, he is mistaken, for the extreme distance of the heads of that river, cannot, in all their windings, exceed 300 miles, and at furthest, the navigation cannot be more than 100 to 150 miles, for the smallest kind of craft—According to his own observation Mr. Hays lives at the head of the Conecuh, which I well know does not exceed 80 or 90 miles from Pensacola, and there the steam is not much more than a spring branch. But this is not its greatest support—Murder Creek lying east, affords considerable more water, but this is not navigable on a parallel line with Mr. Hays' for canoes.

Leaving this section of the state of Alabama, which I am confident will send all their produce to Pensacola, I turn to the first position he takes to give that place a certain, durable and lasting trade.—one which, if it could be established, not I can assure the gentleman, from any connection that might be formed between the bay of one with the other, nor coast-wise, but by an inland communication, commencing near the Catoff on the east bank of the Alabama river, in nearly a direct line to the head waters of the Perdido—from thence to Pensacola; it might then, in truth, realize the golden expectations of its friends, and put forever down Mobile and Blakely. As much in imagination as this may appear to be, it is the only point from which it is possible to carry the immense trade of the Tombecbe and Alabama, to find a permanent market at Pensacola.—The first position he takes is from the unhealthiness of Mobile and Blakely;—as to that there cannot be any difference of opinion, but that, that would annihilate the trade, cannot be founded on fact, nor tested by experience; does that gentleman

believe, that the immense business and trade of the Mississippi will come there because Pensacola is a Mount Pelic, or that the other is depopulated every year of sickness, the reshipment and exports from New-Orleans would not exceed those of Mobile 5 per cent. and if it can command the latter, on that ground it might command the former. There must be some strong natural advantages combined with capital to give any place success. New-Orleans possesses them in an eminent degree, and must succeed however sickly it may be. Mobile has increased in wealth and population equal in a comparative point of view, to New-Orleans. Pensacola possesses only two strong claims to commercial enterprise, its fine Bay, and in all probability, the healthiest southern port we have; but what are these, if there is no country to support it by bringing its produce to it (and we must always give a Town a country before we can make it a town) and which is so small in extent that it cannot admit of business only upon a limited scale. That section of country being south of the Federal road, running east and west will go to Pensacola. Is it to bear any proportion to the fertile and rich banks of the Alabama and Tombecbe and their tributary streams, watering a tract of entire cotton country, and boatable at almost any season of the year, for 5 or 600 miles, which from the immutable laws of nature, must and will go down there? This gentleman should recollect that no town grows up to importance immediately; however much speculation or other causes may imaginarily increase its value, it must have something more solid for its foundation, the actual and not the contingent prospects of trade.

2dly. The merchants of Pensacola can afford to give more for cotton than those of Mobile and Blakely, because produce can be shipped direct to Europe from Pensacola, whereas, from the other places, it is first shipped to a northern market, as there is not sufficient depth of water in Mobile Bay. In opposition to this, I would merely refer the gentleman to the clearances for ports out of the United States, from the custom-house books at Mobile, where he will find 4 or 6 within the last twelve months, of tonnage not less, on an average, than 200, for European voyages, and a very growing lumber trade with the West-India Islands, particularly Cuba—which is a full proportion of what might have been reasonably expected; and if it should increase in like proportion, its foreign exportation will be as great as any southern town, weighing every consideration. I do not pretend to compare Mobile with Pensacola Bay, but the immense trade that must in due course of nature, and advantages flow to the one (will have some tendency to obviate its local disadvantages) which the other can never have. I have been from my slight knowledge of mercantile business, induced to believe, that wherever produce has to be stored for reshipment, there will always be a market, and more particularly where navigation is what may be termed good, which is the case at Mobile and Blakely; and further, I should like to know what southern city or town is not more or less dependent on the northern cities for the principal supply of its commodities for commercial purposes. A considerable proportion of the cotton of Charleston, Savannah, Mobile and New-Orleans, is shipped there first; from what cause? from a balance of trade, or difference of exchange, or better price? In the first, it shows no southern town does its own business entirely by imports and exports: Of the second, southern money is not at parity the latter, it may be, as it depends so much upon accident or European views. But the staple of the southern section of the United States has been for a number of years higher at home, than exchange and expenses would justify abroad. As a further illustration of this point, I will make a few statements of the general cost or necessary expenses incidental to Mobile and reshipment to Pensacola. Suppose that a merchant or farmer, living at Augusta near the junction of the Coosa and Tallapoosa rivers, forming the Alabama river, should ship 50 bales cotton to a house in Mobile for a reshipment to Pensacola; the expenses will be nearly as follows:

Freight to Mobile \$1 50	Wharfage at Mobile	50 Bales average
(to be) per bale 373 00	reshipped to Pensacola 4 00	ing 325 lbs, which
Drayage 64 "	Charges for shipping,	I believe to be too
Wharfage 2 "	50 cts. per bale 25 00	high at 18c per lb.
Delivery 4 00	Freight 75c "	212 50, calculated
Storage 1 month 25c per	Storage at Pensaco-	ed without increase
bale 12 50	on arrival 12 50	of commissions for
	Drayage on reship-	ment from Mobile, 3 25
	ment from Pensacol. 3 25	Drayage at Pensacol. 3 25
	Wharfage at do 4 00	
		\$87 50

Shipping to N. York, 50 cts per	60 Bales average
bale \$25 00	ing 325 lbs, which
Freight either from Mobile or	I believe to be too
Pensacola, 3 dolls, 25 cts.	high at 18c per lb.
Insurance 20 00	212 50, calculated
Drayage, reshipment and at New	ed without increase
York 6 50	of commissions for
Wharfage 4 40	selling except the
Storage 1 month at New York	first 10 New York
6 25	
	\$234 25

Here we find the safe arrival and storage of the 50 Bales cotton at Mobile to amount to \$94 75 cts, a reshipment to Pensacola to \$89 50 cts, making the aggregate expense \$184 25 cts, landed and stored in Pensacola, amounting to near 10 per cent.—if shipped for New York, from Mobile \$19 dolls, an expense of near 15 per cent. on its value; now, my intention is merely to prove whether the chance

for gain, taking markets into consideration, may not be more than 8 per cent. the actual difference between the article being landed in New-York, and Pensacola, and whether a merchant could not ship at a less general expense than 18 to 20 per cent. in New-York for a foreign market than he could in Pensacola. And should the market not prove as good as the planter or merchant expected, it would in all probability, be reshipped to New York, or some northern city; the expense then would be 408 dolls. 50 cts. on produce amounting in value to \$112 dolls. 50 cents—near 20 per cent. without commissions for selling.

New-York's immense capital, gives it a decided advantage, and they can actually give more for cotton than almost any other place, arising from its heavy imports and its payments to be made in Europe. The exchange being high at particular times they can afford always that difference for the article; and at this particular time it should be worth 7 to 10 per cent. more, on account of exchange, it being so much in favor of England.

3dly. Canals can be cut at a trifling expense, to connect the waters of Mobile with Pensacola Bay; should this not be accomplished at present, steam boats (which are generally used for freights in this part of the country) could at a very trifling additional expense of time, convey the produce down Mobile Bay, and with about 52 miles of gulf navigation, land it in Pensacola. This I believe, but not at the trifling expense of 30, 30 or 40 thousand dollars; and the only probable part is from Bon Secour, a large bay (a few miles above Mobile point) that makes out in the direction of Perdido river, from Mobile Bay. Whether this could be permanently effected, I think admits of some doubt, from the action and reaction of the two bays, combined with the unsteady firmness of its banks, which must be principally composed of sand. This then, would not operate so materially to carry the trade from Mobile; it would shorten and render the navigation more secure for small craft, or steam boats, but would not by any means be safe for keel and flat boats, which cannot with any safety navigate the open Bay, and which are the principal boats that can without any difficulty bring down the Tombecbe and Alabama, the staple of the country. Without an entire different plan of building steam boats as to their doing now the principal part of the business, is another mistake. The two that are in use (one only since the 1st of April last) do not do the fourth part, and at particular seasons of the year more than seven or eight months they are not able to get higher, with difficulty to Cahulla on the Alabama, and some small distance above St. Stephens on the Tombecbe. That they may increase I believe, but not upon the present plan; and if it should be changed, it would operate directly against the idea of carrying the trade to Pensacola by the same being built upon the principal of towing keel boats and carrying no freight themselves.

4thly. I have been informed by several Alabama planters, that their produce as well as their neighbors' would come to Pensacola, even if it was brought in waggons, as they had determined never to carry any more to Mobile or Blakely, where the markets were so uncertain. How any man can reconcile it to himself to believe that two or three planters, or even a dozen could so influence the whole number on the Alabama river and its waters, as to produce a different way of transporting their cotton to market, when it is so evidently directly opposite to their interest; arising from no other objection than the uncertainty of the price, a difference, which, if the other was certain, could pay the difference of expense. And believing at the same time, the price in Pensacola would always be steady, is to me a matter of great surprise.

The difference of expense in getting 50 Bales to market from a statement above made, would be by water to Mobile landed 75 dolls.—whereas, from Augusta to Pensacola, a distance of 150 miles or upwards, over, at the particular season of the year when it would be carried to market, some of, perhaps, the worst creek swamps in the United States—at average price of 8 dollars per bale, making 400 dolls.—or even say 5 dollars, which is not more than 1 dollar 60 cents per hundred, cheaper than it can be carried for many years, making a difference of what they should get barely on that score of 4 cent per pound, which as a merchant you must acknowledge a very great difference, and which taken by the following calculation would, on the prosperity of any small place have a great effect. It would, in fact, land it in New York, by the way of Mobile at very near what it would cost in Pensacola, to wit: 25,000 bales cotton received in Mobile at 3 dolls. 50 cts.—the difference between the two carriages by land and water, would amount to \$7,500, not a very small item in any commercial place of the size and importance of Pensacola and Mobile.

As respects the lands in rear of Pensacola for 60 miles in the direction of the Alabama river, they are wretchedly sterile beyond the conception of almost any person; being nothing but a pine barren, a perfect waste of white sandy without more than a fourth inch of loam or soil on it. The idea of manuring such lands is quite new, and deserves the experiment. In the direction of Mr. Hays, on the waters of Conecuh, the land in many places, is extremely