# Eastern Shore REPUBLICAN STAR OR General Advertiser.

EASTON—(MARYLAND) Printed and Published every *Tuesday Morning*, by THOMAS PERRIN SMITH, Printer of the LAWS of the UNITED STATES.

[VOL. 7....10.] TUESDAY MORNING, OCTOBER 18, 1808. [NO. 7....475.]



TERMS *of the REPUBLICAN STAR* ARE TWO DOLLARS AND FIFTY CENTS per annum, payable half yearly IN ADVANCE: No paper can be discontinued until the same is paid for.

ADVERTISEMENTS,

ARE inserted *three weeks* for *ONE DOLLAR*, and continued *weekly*, for *TWENTY-FIVE CENTS* per square.


Those who are acquainted with the eccentric character and eminent services of Capt. Richard O'Brien, will read the following with peculiar pleasure.

From the Democratic Press.

## *GOD IS GREAT AND MERCIFUL.*

*Port Embargo and adjacent Coasts, Sounded and Surveyed,*

BY R. O'BRIEN.

The Embargo, when it was laid on, was the half way house between peace and war.

Its first object was to prevent the property of the merchants and traders from being devoured by the corsairs and decrees of the king of the *sharks*, and the grand mogul and *tygers*—

Next it kept our citizens on their native main deck.

It gave us the opportunity of collecting in our sea waggons, with the merchant's harvest, and gave the sailor an opportunity to return to his native land, and to his family. This was a grand point secured, considering how *squally* it then *appeared*.

The embargo prevented our shipping, cargoes and seamen, from the decrees, shoals, and gales that threatened to O'Grab me.

The merchant's harvest being collected, and their barns full—they avoided the grabbing gales, and found, not afterwards Amsterdam markets and prices current, in Philadelphia, New-York Boston, &c. This added, in part, to the number of ships on the larboard tack—

I must tack ship and observe, that when the embargo, or main hatch was put on by the orders of the legal owners, in December last—That merchants and underwriters, the lee boards and live buoys of commerce, with vast tribes of interested classes of people in commerce, all agreed it was a wise prudent and precautionary step, as negociations were pending with the two great European powers; but those shoals, so alarming, being weathered, and the danger past, a different view was taken. The wind changed, and the lee shore, that was, now became the weather shore, but the hurricane months and monsoon gales was, not over, and the ship was in Port Embargo anchored and moored.

The two-thirds of the owners opinions was that the ship was better in port, than to go to sea, during the equinoctial gales.

Merchants, partly as sailors, are alike. They soon got tired of lying in Port-Embargo and were determined to solicit and prepare for sea again—although they knew, that the political gales had drove up such sand banks, and shoals, that the ports of the great coast, was choaked up, and they could not enter therein.

We are under a land-officered government, and we must not presume to rise and take the ship from her embargo moorings, to have her wrecked on the shores, which our chief owners are trying to avoid.

Those land Lawyers, and owners of land waggons, make laws that binds us sailors to new articles. They made a net as they thought, that nothing could pass through, but at the same time, knew nothing of the springing of the Dolphin, and wings of the flying fish. They left some of the meshes of the net so large, that some sort of fish have got through, and others from under it. The net was not intended to catch the bird that soared above it.

Had government enacted, that every vessel that took a protection, or foreign license, or paid any foreign nation tribute, or did any act of subserviency for said vessel, to forfeit her register, and oblige her owner to have his said vessel returned to the United States as soon as possible; and further enacted, that every vessel going coasting ways, should only be permitted to take one barrel of flour, or provisions, that is, a barrel to every ton, the temptation to avoid evading the embargo law—would have been snubbed.

The embargo was put on to secure the maritime rights of the merchants and mariners, of the whole of the United States, and as a new mode of *Quid* warfare, intended to bring the *king* of the *sharks* and grand *mogul* of the *tygers* to a sense of their injustice, and compel them to give up our maritime rights, which their decrees, had intended to have usurped—our policy was to keep all we had, and save what we could—thereby keeping our sheet *anchor* and *cable* ready to ride us out in a greater gale, than the embargo gale. It is therefore, not to be doubted but that if the Baltic had been closed, and this new and *great event*, had not happened in Spain, and that the whole people of the United States, had rigidly adhered to the embargo, and there had been no growlers; but that the Diva-of-the king of the sharks, and grand mogul of the tygers baffled in their schemes, would have before this date, have surrendered to the United States, the maritime rights which they had presumed to usurp; but I hope they will soon be sensible of a head wind, and tack ship, and that we shall have fair and pleasant weather after this long embargo gale.

Those land navigators will have their ideas and seamen will have theirs. The land waggon is no great use without the sea waggon. The merchants are the agents for the farmers and without masters, mates, and mariners, &c. &c. &c. with shipping their connection or link, is not complete. The merchant, when he cannot find a market, can no longer be the agent for the farmer, and when our maritime rights are infringed by any power, the farmer, as well as the merchant and mariner, should know that it is his highway of great road that is embargoed.—What would Pennsylvania think if the sea 74 gun ships of the Dey of London, and the land 74 gun gun ships of the Grand Mogul, were to take possession of the great roads from Philadelphia to Pittsburgh, and press the driver from the road—to confiscate his waggon and horses—for being on the great high land, road, and make him tributary for passing or being permitted to be on said road.—In such a case we must raise a force and fight the intruder, or stay at home with our waggons, &c. and render the highwaymen's possession of the road of no value.

Let me observe that the authority of the king of the sharks, does not extend to press and make sea slaves of American merchants, or masters of ships, brigs, schooners, sloops, &c. whether they are native Americans or naturalized citizens.

The great class of mariners of the United States at present, probably amounts to 60 or 70,000 men, citizens by the laws of this country, and by justice. Are not the government, the farmers, the merchants, the masters, all in duty bound to protect the native, the natural and national rights, of so great, numerous, and useful a class of their fellow-citizens, as 60 or 80 thousand men sailors—because they are mariners, are they to be impressed from on board our merchant ships and vessels and made slaves of on board British ships of war, floating prisons, and Bastiles, for being under their native colours—or their naturalized flag as citizens of the United States?

No—we are told that they will not press out of the mail stage, but they will out of every other stage, waggon, or cart they meet with. They will take therefrom whom they please to select by a lieutanant or midshipman tribunal, equal to a southern slave, an Egyptian mameluke, or a captive in Barbary—for what? Because the aggressor is British, and the oppressed is Americans.

We might as well by land admit military press-gangs from Canada or Nova Scotia, to enter into every state of the United States, and select therefrom whom they please to make land military conscripts of, to serve also, a tyrant by land, or pirate Pacha by sea.

We have land boundaries, and I trust this embargo gale will secure to the mariners of the United States, their sea boundaries from those who would *O'Grab me*.

I would recommend to the United States to have nothing but the native mariners, to man our whole commerce, maritime schools to all our seaports, to every 50 tons an apprentice bound and part of the revenue derived from commerce, for aiding the merchants to adopt this great and all-necessary national object.

Let all emigrations be for land citizens and have nothing to do with *British maritime Swiss*, or those sea conscripts of any other nation. We have the greatest interests in adopting this plan, for if at war, we have no dependence in the attachment to the United States, of foreign seamen, &c.*

No classes of men suffer by the embargo equal to the masters, mates and mariners.—The farmers have their farms, and live thereon. The merchants, they have other means. But the poor mariners have not. The sea was their farm—they cannot cultivate it—They are land—embargoed, quaranteened.

Congress unluckily forgot to make some provisions or law for the employment of the mariners during the land gale, or by each individual maritime state government to provide some relief for those sailors, that the embargo threw out of employ.†

No one American, I believe, wishes the embargo to continue, but every real American wishes the *causes* removed which compelled the act—But the great question is this,—Shall we raise the embargo, and by so doing surrender all our commercial and maritime rights, to the king of the Sharks and Grand Mogul of the Tygers? Every real American answers no, never. We shall prefer war with all, but never surrender our rights, our national honour and independance—and say thus:

What! have our native seamen made slaves, our ships and cargoes, captured and condemned, our citizens, and public ships crews murdered and insulted by British constables. On our own coasts and in our own waters, pay tribute, take licences, convoy duty, &c. go only to where the British Orders in Council shall permit—have a government of tories and British agents to establish British bastiles and towers in our city—bribe and keep up British invisible armies amongst us—stir up those Mirandas, Burrites, Indians, &c.! No—Americans will not admit of this state of things—Let us have good soundings.

The Grand Mogul of the Tygers—he, as if sovereign Pontiff of the United States, makes decrees to suit himself—he can prevent commerce from *his* country to his enemies. But to say to the United States, you shall not go but to where I decree—*Damn* his decrees,—let Frenchmen and their allies obey it, but not Americans.

Next without notice, all our vessels his corsairs meet with are sent in and are *bon prizes*—otherwise in a most wanton and flagrant act of piracy is set on fire on the great high road, the Western ocean.

Next, that great mogul orders his minister, *Hasnagi*, to inform the United States, he considers we are at war with the British!—what, are the United States the vassals of this land power 3000 miles off?

After all those flagrant acts of the British, French and Spaniards we are told that we are at peace and friendship with those nations, that insult us as detailed—no; we will have real *peace* or *war*.

What do we care, or mind his land 74 gun ship, he will want them all to keep his own broad pendant flying.

Landsmen observe that before you remove out of one smoky house, take care & know before hand, that the house you are moving into does not smoke worse than the one you are leaving, and observe that war must have money and men,—The farmers must furnish three-fourths.

Be fond of your republican representative government, and you do not become like unto the houses of York and Lancaster; take care you do not get a standing main mast made out of one spar—take care that your man at the mast-head does not sleep on duty.

The Northern States seem to take charge of our *interests* and the Southern states of our *honor*. If both edges away a few points they will get on the true course,—I would advise them to middle latitude sailing.

Congress the house of representatives, the U. States main-mast, should have power to do all things, excepting rigging and sparing the ship United States, as a brig, schooner, bark or sloop—the United States must be always ship rigged and proportioned.

We should reduce on the bowsprit, foremast and mizen mast, and be tanter, and squarer on the main-mast, as every 30 years the hull increases 100 per cent. So much in proportion, the masts, yards, sails, rigging, &c. A three masted government, three masted religion and three parties in harmony and union. Then and only then in reality, we shall be the United States—at present wind all round the compass.—The ships on different tacks. Some wearing, others lying to, &c.—But let us hope for a good breeze which will command order.

I must observe that we are now sailing by dead reckoning, it is foggy weather, we have no soundings, but our great captain Congress will soon meet and take a lunar—we shall then know the latitude and longitude we are in—and Jefferson the sailing master of the United States ship with his mates, will give up their log books and journals, to be examined by the owners—and I doubt not but you will in general be satisfied at the courses steered during this long embargo gale. When each of you my brethren will have the perusal of the log and chart, examining the shoals, rocks, reefs, New Islands discovered; the many islands of ice and dead whales that the ship United States avoided during the gale, and many other obstructions to commerce—The embargo gale has drove to the shores that originated them.

It is evident that no nation in the world would be adequate to drive us off the main deck we stand on, or to subjugate us, if *united*.

Now my sea-faring brethren, not doubting but you have the honor and interest of the United States at heart, the same time mind that you all have your own compass, lead and line, sound for yourselves, take your own observation, steer not after those land ship captains, keep to our own dignity and character, and do not be like waiters or the after guard be piped up into the main-top by land boatswain's mates; I make this observation to keep you in union as masters of Philadelphia merchant vessels. The same time capt. Hadley and capt. Davis might be equally correct in taking the sun and be in the same latitude notwithstanding they looked different ways in making their observations, and this is to prevent your looking from each other when capt. Hadley and capt Davis will meet in any port.—You are all Americans; under that denomination, are you known abroad and notwithstanding port currents and variations, still it is not to be doubted, you will defend the ships you command against an enemy—let them be who they may.

I hope this detail or survey of the coast will meet the approbation of all Americans whose attachment is sincere to their country.

Respectfully, &c.

RICHARD O'BRIEN.

A native of the State of Massachusetts.

Philadelphia, October 4, 1808.

*(God save the United States.)*

* When I was in the Constitution frigate in the Tripolitan, I knew 5 native Massachusetts miners—their time was out, they returned home, were paid off, shipt in a Philadphia ship, went to Jamaica, were pressd on board of Admiral Duckworth's squadron, fought the French ships off St Domingo, went in the prizes to England, wrote the consul of the United States in London, cleared by him, paid their wages and prize money and returned to Philadelphia. I showed those men and related this detail to Mr. Snowden; one of the men was the son of a pon-victim'd whose bones were bleaching 28 years at New-York, until interred by real Americans at Wallabout.

† The watch below was alarmed, the ship lying along with the starboard tacks on board; they thght that the surging of the bilge waters the sound or roaring of breakers, off the lee, but the watch on deck knew better, that it was the roaring of threakers on the shoals of Hatterras, which the ship United States had just weathered, and was edging away, and mustering sail for Port security.

## CONCLUSIVE.

*A Set-off against the Embargo.*

TO THE EDITOR.

Gentlemen,

The urbanity of the republican party arising from the mildness of its principles, has in a great measure consigned the errors of the preceding administration to oblivion. Federalists calculating upon a forbearance which must appear extraordinary to them, appear to imagine that we have forgotten their extravagance and their misdemeanors. It is much to be wished that some political character who possesses requisite experience and information, would furnish the people of the United States, with a regular detail of our national concerns during the period they were administered by the opposition party.—The recent opposition of those people to a measure, which they know to have been necessary, ought to provoke a full disclosure of their conduct. If I could advert the time from other pursuits, I should be greatly inclined to undertake the task.—Permit me at present to give you the following statement.

During an administration often years the federal administration borrowed near twenty six millions of dollars, and such was the low ebb of public credit, or the high statement of ministerial prodigality, that a part was taken at the exorbitant interest of eight per cent.* a circumstance before unknown in the history of funding.

The following is given as the accurate amount of loans for the respective years.

| | | |
|---|---|---|
| 1789, 1790, 1791, | 5,203,600 | |
| 1792 | 5,028,995 | 56 |
| 1793 | 1,124,000 | |
| 1794 | 4,600,000 | |
| 1795 | 3,300,000 | |
| 1496 | 320,000 | |
| 1797 | 70,000 | |
| 1798 | 200,000 | |
| 1799 | 5,929,200 | |
| dollls. | 25,775,795 | 56 |

By This statement you will perceive there was not a year in which the former administration did not borrow monies. Contrast then its conduct with that of the Jefferson administration.—Consider that the latter has not only acquired an immense and valuable territory, and defrayed our national debt, to an amount equal to the sum borrowed by its predecessors, but has also upwards of *thirteen millions of dollars*, in cash, in the *Public Treasury*.

STATISTICUS.

* Observe the Government under the federalists gave an interest against the laws, which, in an individual would have been usury.

☞ The republican printers of this state, attached to the Jefferson administration are requested to republish this article. It is sufficient of itself to convince the people. *N. P. Pub. Ad.*

## NATURALIZED CITIZENS.

A petition of which the following is a copy was agreed on at a meeting of naturalized citizens, residing in the town of Lexington, Kentucky,

*To the Honorable the Senate and House of Representatives of the United States, in Congress assembled. The petition of the subscribers humbly sheweth:*

That his Britannic majesty having by his proclamation of the 16th of Oct. 1807, claimed the allegiance of all persons who may have been born in his dominions who were inhabitants of the United States at the period of the revolution; disregarding the laws of naturalization of other countries, impressing into his service his pretended subjects, and treating as traitors such as may take up arms against him in defence of their adopted country; we being therefore precluded from the privilege of following commercial pursuits on the high seas in safety, even from one port in the Union to another, as we should be liable to be torn from our families, and constrained to risk our lives in a contest in which we have no interest, and our property, would be subject, on the same principle, to capture and confiscation, by any other power at war with Great Britain.

Therefore we, your petitioners, (availing ourselves of the right of citizenship) altho' we are highly satisfied with, and have the fullest confidence in the exertions of the government of the U. States to protect her citizens of every denomination, humbly conceive, that we may supplicate your firm resistance to this unnatural and unjust assumption.—Whilst we declare, that altho' we do not presume to dictate the measures to be adopted on your part, best calculated to afford us relief we pledge ourselves, that whatever may be the result, we will support our country with our lives and properties in all extremeties; although when taken in arms we may be treated as traitors, and denied the rights of prisoners of war.

And your petitioner, as in duty bound, will ever pray.

*** Those printers throughout the United States, who are favorable to the subject of the above petition will please give it an insertion in their paper.

On Monday the district court of the U. S. resumed its session in Salem, when his honor the judge pronounced the constitutionality of the embargo laws.