lean, Oliver, Wilmington, N. C.; schrs. Hirm, Chase, Newport; Maria, Chase, Baltimore; Polly, Yeaton, Alexandria, and four or five others, names not recollected. The schooner Coquette, Martin, sailed the day before, in ballast, with passengers, for this port.

Captain Congdon, of the schr. Lively, from Porto Rico, left there, the schooner Virginia, Forsyth, of this port, from Baltimore, to sail for Curracoa for a market. Spoke, August 20, lat. 25, long. 66, schooner Betsy, Johnson, from Philadelphia for Jamaica.

Came up from quarantine,

Brig Tryal, from New-Orleans, and schooner Sally, from Cayenne.

PHILADELPHIA, September 8.

Authentic information concerning the making of Flaxen Yarn, by labor-saving machinery.

THE manufacture of FLAX promotes the farming interest of every state, nay, of almost every county, in the American union. It is therefore of the utmost importance that it is now manifestly in a course of real and great progress. Ten thousand yards of linen, in a single contract from Washington county in Pennsylvania, have been sold in the midland parts of that state, convenient to supply from Baltimore; and three thousand five hundred have been sold in another county, from the same quarter. These were all made by the common small wheel, and are the result of the domestic manufacturing system so extensive in Pennsylvania.

The government of the United States, in the course of the preceding 12 months, have made contracts, through the agency of the late purveyor, for seventeen thousand yards of plain and twilled linen for soldiers' shirts, vests and overalls, the yarn for which was spun by the horse and water machinery of Messrs. Zebina and Thomas Stibbins, of Springfield, in Massachusetts. 83,000 yards more are offered to be supplied within the year. Considerations relative to the public service and to the business of the revived Pennsylvania Manufacturing Society, having recently led to some enquiries on the subject, the following letter was received. It is published for the purpose of serving Messrs. Stibbins, who, living at a post town, will be able to exchange letters with persons in every part of the United States. The sale of their yarns and linens, and the construction of machines and models, it is hoped, may be promoted by this publication, and this valuable branch of manufacture, *employing a raw material common to all the states*, may be greatly promoted and extended.

Extract from a letter from Messrs. Zebina and Thomas Stibbins, dated

Springfield, Mass. Aug. 27, 1803.

SIR,

Agreeably to your request we now proceed with pleasure to give you an account of the rise and progress of our manufactory, with a rough drawing of one section of it, which, if the strokes of the pencil do not wear off on the way, will serve to give you a better idea of it than can be done in any other way.

In the first place Mr. Z. Stibbins is the sole projector and constructor of the machinery. In the year 1789, he erected a Duck factory on an improved plan, which was carried on at a profit till the price of hemp and flax had so much advanced, in consequence of the war in Europe, that the business would not afford a profit. About three years ago observing the demand there was for our home made linens, and particularly for a blue stripe for men's, youths' and children's wear, induced him to attempt an improvement in spinning. It was easily to be seen that improvements might be made in the other branches of that manufacture; a machine was formed out of sight, it was tried, and found that it was something like the thing wanted; but was too multiplied and complex: two-thirds of it was thrown by. The remains are what we now make use of.

You will perceive by the drawing and description that it is a very simple thing, not liable to get out of order, and may be transported to any distance.

The expence of erecting a machine for 12 spinners, to go by water, exclusive of the building, would cost from 100 to 120 dollars: one to go by horses would cost something more. These machines should be erected one in each considerable town in all the northern and western states. Vast quantities of cloths might be made in them without diminishing the other domestic manufactures in the least. We are of opinion that they have increased with us, notwithstanding the number of hands we employ.

We shall now give you a short sketh of our manner of carrying on the business.

We have persons bred to the hackling business, the flax is prepared by them and given to the spinners, who spin the warp at one sixteenth of a dollar pr. run of 20 knots of 40 threads of one fathom or two yards each—they spin 24 of these runs per week each, and some up to 30 and over—they can spin to any degree of fineness the flax will admit of. The yarns are preferable to those spun in families as being stronger and better to weave.

We have no better way at present to spin the tow than to put it out in families; this gives occasional employment to from 300 to 400 women and girls, many of whom perhaps, otherwise would not learn to spin.

The yarns when spun are put to bucking, which is done in a highly improved manner. It is then divided out to country women for weaving who weave from 15 to 20 yards per day, at 4 and 5 cents per yard, still carrying on their domestic employment as usual. The cloths are returned and more yarns taken. The cloth is sent to the bleach yard, after proper scouring and cleansing dipt in ley, and spread on hurdles for drying and sprinkling; this operation being performed, two or three good days make it of the whiteness you receive it. Thus we have a more safe and expeditious way of bleaching than is known at this day. According to our estimation a man in a course of good weather completes at the rate of eighty yards per day. *Three* men only need be employed in the whole business to complete 20,000 yards annually. We have a simple piece of machinery which may be set under any common loom by which we are enabled to afford you twilled cloths six cents per yard lower than we could without it. It is so constructed that two treadles will move 4, 6 or 8 wings without shifting the feet. All kinds of twilled and many kinds of raised work may be wove with the same ease and dispatch, as plain. The spinning from these machines may be applied to the making any kind of linens, such as bed ticks, toweling, diapers, sheetings, shirtings, checks, stripes, &c. &c. and fine linens, when our farmers get in the habit of raising fine flax as is done in Ireland, which is a very easy matter.

With respect to the progress of the business it has been gradual, as all new manufactures ought to be to make improvements. About 5000 yards were made the first year. Double the quantity the next year. The present 15 to 20,000 yards will be made. And should the linens meet approbation, sections of the business will be put in different parts of the country to make any quantity that may be wanted; at the same time should make for domestic use any kind of linens wanted, whether for wear or for other purposes, such as sail-cloth, duck or hammocks, we are fully able to give the outlines or introduce. With respect to the prices paid for flax, they are nearly as follows: in the winter of 1801, we paid one-eighth of a dollar per lb. in 1802, 14 cents; in 1803, 16 cents."

On this letter it may be remarked, that it proves a very increased profit upon the raising of flax, the price of which has advanced from 12 1-2 to 14 and 16 cents, though much is imported from the Baltic.

It proves that the women are weavers in the family way, in Massachusetts, and that the men are left free to work their lands, or pursue more laborious manufactures adapted to their strength, and beyond the powers of women.

It shews, that we are now equal to the coarse linen manufacture, without any further impediment from the want of hands, capital or raw materials: and this is of the greatest importance, from the advance of the prices of all foreign linens within the last twenty years, particularly those for the army and navy.

It is anxiously hoped, that this exhibition of the state of the machine manufacture of linen will attract the attention of all the counties of the United States, which are well adapted to the growth of flax. Enquiries into the subject should neither be neglected nor delayed.

In addition to the many new and useful inventions and discoveries made in the United States, we with pleasure announce that an ingenious mechanic of this city has invented a method of casting copper nails, equal if not superior to any imported. The inventor confidently asserts that by his method one man can make more sheathing nails than four men can in the usual way, which has already reduced their price. Thus we will no longer be dependant on foreign countries for that article, so useful for the preservation of our ships.

Arrived, ship St. Domingo Packet, Da Costa, St. Croix, 16 days; brigs Mercury, Gardner, do. 19; Sally, Thackara, Trinidad, 28; schooners Louisa, Fullarton, St. Thomas, 18; Alexander, Reynold, Point-Petre, (Gua.) 22; Sea Horse, Hewit, St. Mary's, 18.

Came up from the Lazaretto,

Ships Charlotte, Crout, Jamaica; Globe, Shallcross, St. Kitts, 18.

At the Lazaretto,

Ships Elizabeth, Morris, Port-Antonio, 38 days; Stafford, Kennedy, Londonderry, 68; brigs Flora, Glenn, St. Bartholomews and St. Martins, 24; Rover, Hardie, St. Thomas, 17; schooners Regulator, Hawkins, New-Orleans, 24; Virginia, Dixon, Barbados and St. Thomas, 12.

Cleared, ship Mohawk, Barry, Alexandria.

The report of the ship Canton, Wills, from Amsterdam, being in the river, is incorrect.

Captain Da Costa, of the ship St. Domingo Packet, sailed from Basse End, (St. Croix) on the 20th August, in company with the schooner Olive, Wells, for Boston; same day spoke a British privateer, was examined and dismissed; on the 1st of September, off Cape-Hatteras, fell in with a large armed English ship from Jamaica, for Baltimore.

Left at Basse End, August —, brig Thomas Jefferson, Van Beuren, of and for Baltimore, to sail in 10 days; schooner Martha Washington, Buskirk, of and for New York.

Captain Reynolds of the schooner Alexander, left at Point Petre, Guadaloupe, brigs Union, Thomas, of and for Philadelphia, to sail in 30 days; John and Joseph, of and for Baltimore, uncertain; Fair American, of and for do. uncertain; and schooner ——, Mariner, of and for New York.

Spoke on the passage, August 25, sloop ——, 13 days from Antigua, for Norfolk. August 28th, off Cape-Hatteras, schooner Sally, Smith, 23 days from Cayenne, for New-York.

Two English privateers and one Guineaman were brought into Point Petre, previous to the Alexander's sailing.

In addition to our information by the Monticello mentioned in our last, we learn that captain Davy left at Calcutta, the ship Protector, Depeyster, of New-York; the brigs Rambler and Peacock of Boston. On the 28th of March, the day they left Calcutta, they passed the Horace, Beckford, from Salem, going up the river—On the 4th of May, they spoke the Manhattan, of New-York, in the bay of Bengal, who informed that the American ship Hazard, had arrived in the river the day he came out.

Yesterday arrived, brig Globe, captain Shallcross, 18 days from St. Kitts, who informs that Guadaloupe and Martinique were under blockade, and all vessels met by British cruisers off those islands, were ordered to some other port. He also informs that on the night of the 12th of August, they had a gale of wind with a heavy swell from the southward, in which a sloop belonging to New-England, and a schooner from North-Carolina, were driven on shore, the vessels lost, but the people and cargo saved—Captain S. further informs that in the same gale nine vessels were lost at Dominica, and four at Barbados, but did not hear their names or where belonging.

Captain S. spoke August 20th, a little to the northward of Sambero, the brig Active, of Newburyport, in company with a sloop belonging to Rhode-Island, both from Guadaloupe, had been carried into Nevis, but they could find no cause for adjudication, so let them go.

August 22d, spoke a schooner belonging to Snow-Hill, bound home, 3 days out from St. Martins.

August 24th, spoke the schooner Exuma, of Salem, captain ——, out 4 days from Guadaloupe, bound home. Same day, spoke sloop Diana, captain Lewis, out 8 days from Guadaloupe, belonging and bound to Alexandria.

28th, spoke a schooner belonging to Wiscasset, 14 days from Trinidad, bound home.

29th, spoke ship Thorn, captain Pool, from Trinidad, out 22 days, bound home.

Captain Crout of the ship Charlotte, from Jamaica, on the 20th of August, off Cape-Hatteras, spoke schooner Henrietta, captain Jenkins, from Philadelphia for Charleston, out 20 days, all well.

Captain Thackara, of the brig Sally, left at Trinidad on the 11th August,

Brig Two-Brothers, Williamson, of and for Baltimore, to sail in 7 days; schooner Vandyke, Adamson, Boston, 1 day; Aspasia, ——, New-York; brigs Mary, M'Lellan, of Portland; Eliza, M'Lellan, of do.

The following is from captain Odlen, arrived at New-Castle, from Jeremie:

August 1, having all my business finished, I intended to sail in the evening, but about 10 o'clock the same day, a general embargo was laid on all the vessels in the harbor, and the next evening the town was surrounded with not less than 6 or 8000 blacks. The general, finding, from his weak state, that he could hold out no longer, determined to evacuate, which he did in the evening, after forcing as many troops on board of each vessel as he could, allowing some of the inhabitants to go likewise. There were then lying at Jeremie, the brig Lily, of Philadelphia; schooner Montserrat, of Baltimore, and the schooner Harmony, of New-York, two French vessels, and one Spanish. About 12 o'clock in the night, the general went on board the Spanish vessel, and gave orders to get under way for the Cape. The following day, the ——, sloop of war and myself; the brig Lily; schooner Montserrat and the two French vessels, were sent to Port-Royal, where we lay two days, and then received ten days provisions, and ordered to sail for St. Domingo, with all our troops on board. I started alone; what became of the other vessels I cannot say: I stopped at St. Jago, but was not permitted to land there, and I was of course obliged to proceed for the Cape. I had on board forty-one soldiers, two women and ten or fifteen others. Sailed from the Cape 23d August.

CHARLESTON, August 27.

Arrived, ship William, Washbourn, Fecamp, (France), 58 days; ship John, Pratt, Liverpool, 60; ship Minerva, Laidler, Glasgow, 52; brig George, Taylor, Cape Nicola Mole, 15; schooner Dolphin, Portsmouth, N. H. 28.

August 28.

Arrived, schooner Betsy, Grant, Gonaives, 17 days, bound to Norfolk.

Cleared, ship Bellona, Symonds, Natches; schooner Lioness, Bingley, New-York.

The Betsy, Grant, was from Norfolk bound to Port-Republican. On her passage, she was taken by the brigands and carried into Gonaives; there captain Grant was permitted to sell his cargo and purchase coffee. Some short time before he was boarded by the brigands, the major part of the crew took to the boat, and left him and only one seaman on board, for fear of being killed; but they treated captain Grant very politely. There was a brig belonging to Charleston also boarded by them, and carried into Pettit Guave.—There was one French passenger on board whom they put instantly to death; and they were determined to kill every Frenchman they should find on board of any vessel that should fall into their hands. The general in chief was good enough to give captain Grant three negro seamen to assist him in getting his vessel to the United States, as he never heard of his boat and crew.

Just received and for Sale,

3000 bushels Liverpool SALT, and a few puncheons high proof Jamaica RUM.

THOMAS TENANT,

Who has on hand, and will dispose of,

Green Coffee
Upland Cotton, and
Coarse Salt.

September 2. e07t

FEDERAL GAZETTE.

FRIDAY, SEPTEMBER 9.

From a Correspondent.

The growth of forest trees, like any other vegetable, requires air and water, as well as soil; yet our farmers persist in culling their woods of dead timber, leaving the green, which alone can reproduce, as if the shelter afforded the dead stumps would bring them to life again. The European has learned, that by cutting one twentieth of his wood land each year, the same land will yield as much timber in about twenty years, and there will always be a regular supply. Our own iron masters experience the reality of this, and it is well known that in the places where the armies wintered and cleared the woods 25 years ago, the young timber is plenty at this day.

COMMUNICATION.

A CITIZEN wishes to drop a hint in time to those gentlemen who may compose the legislative council for the city the ensuing sitting—It is respecting the appropriation of a fund for keeping the pumps in order; at present that fund appears to be too small. Being an inhabitant of Calvert-street, I perceive a pump in that street, near Water-street, which has been useless for a considerable time past—it seems the platform gave way and the ground has sunk into the well; the pump has been repaired, but the well not cleaned out, and owing to the quantity of dirt therein, cannot be used.

The inhabitants have made the proper application to have it cleaned, but cannot succeed, unless they will consent to pay a further tax for that purpose, which they are not generally willing to do. Now if fire breaks out among them the loss of this pump will be great, and they think ought to be put in repair at public expence—Besides the disadvantage of wanting the use of this pump in time of fire, they are now obliged to resort to other pumps for their water for ordinary purposes.

A new and valuable Styptic, which will stop bleeeding even of the greatest blood vessel.

Take brandy or common spirits two ounces, castile soap two drachms, pot-ash one drachm; scrape the soap fine and dissolve it in the brandy, then add the pot-ash and mix it well together, and keep it close in a phial—When you apply it, warm it in a vessel and dip pledges of lint in it, and the blood will immediately congeal upon the application. It operates by coagulating the blood, both a considerable way within the vessels, as well as the extravasated blood, at restraining at the same time the mouths of the vessels. A few dressings of this medicine may be necessary if the wound is very deep, or when a climb is cut off.

Our late Vienna letters mention, that the emperor was on the eve of his departure for Lemberg: the arch-duke Charles is to hold the reins of government during his absence. It is confidently stated, that his majesty will have an interview with the emperor of Russia previous to his return to Vienna.

[*London paper.*]

TOWN-CLOCK LOTTERY.

5TH DAY'S DRAWING.

The managers drew 100 tickets yesterday, and postponed the drawing till further notice.

Prizes of 20 dollars:

Nos. 1818—1871.

And 25 tickets of 6 dollars each.

Gain of the wheel this day, 190 dollars
Total gain - - - 578

From BRYDEN'S MARINE LIST.

September 9.

Arrived last night, the Prussian ship Die Hoffnung, captain A. P. Huissmann, 77 days from Lear—ballast—Kenter and Von Harten. August 11, lat. 30, 36, long. 32, spoke the schooner Patty and Peggy, from Philadelphia, bound to Surrinam.

Arrived last night, the French ship La Bordelaise, captain Lafosse, 27 days from Martinique---Coffee and sugar---The captain.

Arrived, Bremen ship Neutrality, captain John C. Jacobsen, 75 days from Bremen---Ballast---The captain.

Sailed on the 27th June; on the 9th of July fell in with an English cruizer, who, after examining our papers, suffered us to proceed. July 30, in lat. 39, 8, long. 38, were boarded by a cruizer from Liverpool, who suffered us to proceed. August 1st, were boarded by a Spanish frigate, bound to Lisbon. August 12th, were boarded by the English privateer ——, capt. Williams, who, after taking out some hams, suffered us to proceed.

Port of Baltimore.

ENTERED,

Ship Neutrality, Jacobsen, Bremen
Sch'r Venus, Keen, Rochester

CLEARED,

Barque Prude, Neilson, Barbados
Ship Traveller, Billups, Gibraltar

☞ *A meeting of the subscribers to the Benevolent Hibernian Society, for the relief of emigrants, is requested at Mr. Bryden's Fountain Inn, on* Tuesday the 13th inst. at 7 o'clock in the evening. *It is hoped the subscribers will be punctual in their attendance, as rules by which the society is to be governed must be then formed.*

September 8.

Sugar.

24 barrels 1st quality Havanna white SUGAR, for sale by P. A. GUESTIER.

July 8. eo

BEEF,

A few barrels, cured this year, and of the best quality, for sale by

JESSE HOLLINGSWORTH & SON.

County wharf, Sept. 9. e03t||

Gun Lost.

Lost last night on the York road, near Oldtown, a handsome single barreled GUN. Any person bringing it to the printers, shall receive Five Dollars reward.

September 9. d3t||

56 Hogsheads

Maryland bright TOBACCO, of very superior quality, for sale by

CHARLES WORTHINGTON,

At the compting house of Jesse Hollingsworth and Son.

September 9. e07t

William Potts & Co.

Have received by the late arrivals from Liverpool,

Copper in sheets and bottoms
Block Tin
Double milled Sheet Lead
Borax, Solder, and Sheet Iron,

Which they offer for sale at their store No. 231, Market-street.

September 9. d

Sheathing & Braziers' Copper,

AND COPPER NAILS.

Twenty tons just imported, and for sale by

W. POYNTELL,

No. 70, Chesnut-street, Philadelphia.

For description and terms apply to Thomas and Caldcleugh, No. 141, Market-street, Baltimore, who will forward any orders.

September 9. e06t

To be Rented,

THAT convenient new two-story brick dwelling, nearly opposite to Mr. Griffith's tavern, in Bridge-street, Old Town, at present occupied by the subscriber. Possession may be had the 1st of October. Enquire of Mr. J. Morgan, jun. who will shew the premises, or to

D. C. STEWART.

September 9. d3t

For Sale or Charter,

A NEW SCHOONER,

Just off the stocks, burthen of from 400 to 500 barrels. Apply to the captain on board, at Cheapside wharf, or

JESSE HOLLINGSWORTH & SON.

September 9 d3t||

For Bremen,

The Ship

LEXINGTON,

Captain ——,

Two-thirds of her cargo being engaged, the remainder will be taken on moderate terms, if immediate application is made to

JOHN BOLTE, Ship-broker.

September 9. d

For Sale, Freight or Charter,

The Brig

BRILLIANT,

Burthen 138 tons, a staunch good vessel, northern built, and only twenty months old, lying in the basin. If not disposed of will be ready to take in a cargo in 3 days. For terms apply to the master on board, or at No. 13, Bowly's wharf.

September 9. e03t||

Wanted to Purchase,

IN a healthy situation in the city of Baltimore, a convenient two-story HOUSE, for the accommodation of a small private family—One in the vicinity of Charles or Hanover-street, would be preferred; and for which cash will be given for a greater part of the purchase money, and short payments on the balance, as may be agreed on. For further particulars apply to

JACOB F. LEVY, Broker.

September 9. e04t

Further Dividend.

In the case of JOHN GILL, a Bankrupt.

THE commissioners in a commission of bankrupt, awarded and issued against John Gill, of Baltimore, in the Mayland district, merchant, intend to meet on the tenth day of October next, at 4 o'clock in the afternoon, at their public office, No. 49, Water-street, in the city of Baltimore, to make a further dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of said dividend.

By order of the commissioners,

SAMUEL STERETT, Sec'y.

August 9. eo10thO

To the Voters of the City and County of Baltimore.

BEING warmly solicited by a number of my friends in the city and county, to offer myself as a candidate for the important office of SHERIFF, I have taken the liberty respectfully to solicit the suffrage of my fellow-citizens at the ensuing election for that office: and as my present engagements in the county clerk's office will prevent my personal application to a number of the voters of said county, I must therefore beg the indulgence of them and my friends, assuring them, that should I be so fortunate as to meet their approbation, nothing shall be wanting on my part to give general satisfaction in discharging the several duties attached to said office.

I remain,
The public's obedient servant,
WILLIAM S. SUMMERS.

September 9. eo

In the case of Aquila Brown, jun.

A BANKRUPT.

THE creditors who have proved their debts under a commission of bankrupt, awarded and issued forth against Aquila Brown, junior, of Baltimore, in Maryland district, merchant, are desired to meet the assignees of the said bankrupt's estate and effects, on Saturday, the 17th day of September instant, in the city of Baltimore, at the office of the commissioners of bankrupt, No. 49, Water-street, at three o'clock in the afternoon, to assent to or dissent from the said assignees compounding, submitting to arbitration, or otherwise agreeing, all matters in dispute between the estate of the said bankrupt and Messrs Guildener and Spott, and Thomas and Vibrans, and the estate of James O'Rourke, deceased; and on other special affairs. At which meeting the commissioners will attend for the purpose of receiving proof of debts against the said bankrupt, when and where the creditors, who have not already proved their debts under the commission, may come in and prove the same.

By order,

SAMUEL STERETT, Secretary.

September 9. d7t

Stray Cow.

TAKEN up by the subscriber, on Monday the 29th ultimo, a dark brown COW, gives milk, has a crop and slit in the right ear, a small bit out of the left ear; her belly, hind legs and end of her tail partly white, a white spot on the top of her shoulders. The owner is requested to prove property, pay charges, and take her away.

JACOB DECKER.

Baltimore county, Sept. 9. e03t||