

Fitch Hall, Jun.
 81, BOWLY'S WHARF,
 Has for sale, now landing from *Edw. Federal*
 George,
 40 bbls. N. E. RUM.
 In Store,
 70 boxes Cod-Fish,
 50 lbs. Spermaceti Candles,
 Northern Mess, No. 1, & No. 2, Beef, &
 N. E. Ham.
 March 9. ec74

Payson and Smith
 Have just received by the schooner *Rover*, captain
 Coleman, from *Nantucket*,
 100 chests Hyson Tea, imported the present
 year,
 130 boxes Spermaceti Candles.
 On hand,
 100 chests Young Hyson Tea,
 50 chests Hyson Skin ditto.
 March 16. ec4t

Mahogany.
 The subscriber offers for sale, a large quantity
 of Mahogany Plank and Scantling, sawed
 in the best manner, out of the first quality
 of St. Domingo Wood. The terms will be
 low to persons taking a quantity.
 HENRY BRICE.
 March 14. ec10t

Thos. & Sam. Hollingsworth,
 HAVE FOR SALE,
 100 bbls. Muscovado Sugar,
 200 do. Clayed do.
 Cologne Mill Stones, various sizes,
 Bolting Cloths, different qualities.
 January 24. ec

Wants a situation,
 IN a Wholesale or Retail Dry Goods or
 Grocery Store, a Young MAN, regularly
 bred to both; writes a tolerable hand, and
 can keep a regular set of books; satisfactory
 reference can be had as to character and abilities.
 A line addressed to E. N. and left at
 this office will be attended to.
 March 13. ec34

For Sale,
 20 bbls. Southern Pork,
 A few hds. Brown Sugar,
 2 do. Carolina Tobacco,
 20 casks James River Manufactured ditto,
 6 do. Interior do.
 100 Bear Skins, good quality,
 And as usual, a large assortment of Cut
 Nails,
 Hoop and Bolt Iron,
 Nail and Spike Works, &c. &c. Apply at
 No. 55, County wharf, to
 WILLIAM JONES.
 March 13. ec64

Lots to be Leased.
 The subscriber offers to lease for 99 years
 renewable for ever; sundry LOTS of Ground,
 fronting on Baltimore and Fayette-streets
 extended.
 Also,
 About five acres of GROUND, either to
 gether or in Lots, on the turnpike road, near
 by opposite to John Dummell, esq's country
 seat.
 Also to be rented for one or more years,
 A convenient Country House, with
 a Garden, Spring House, &c. opposite the
 west end of the Precincts Market. For terms
 apply to Oliver Pollock, Lexington-street,
 Gunning S. Bedford, North Howard-street,
 or to
 CHRISTOPHER JOHNSON,
 Trustee of D. Deady's estate.
 March 13. ec44

GREEN COFFEE.
 94 bbls Prime Green COFFEE, entitled
 to drawback, for sale by
 BALDERSTON & CORNTHWALT,
 Who have on hand,
 60 casks Cut Nails, assorted,
 Timothy,
 Herd's Grass, and SEED.
 Orchard Grass,
 And are in daily expectation of a supply
 of first quality Clover Seed.
 March 5. d8t-ec8t

This is to give Notice,
 THAT the subscribers, of Baltimore county,
 have obtained from the orphan's court of
 Baltimore county, in Maryland, letters of ad-
 ministration on the personal estate of William
 Clemm, late of Baltimore county, deceased.
 All persons having claims against the said de-
 ceased, are hereby warned to exhibit the same
 with the vouchers thereof, to the subscribers,
 at or before the tenth day of September next,
 they may otherwise by law be excluded from
 all benefit of the said estate. All persons in-
 debted to said estate are requested to make
 immediate payment to us of the sums by them
 respectively due. Given under our hands
 this fourth day of March, 1807.
 CATHARINE CLEMM,
 WILLIAM CLEMM, Jun.
 March 5. 47t-ec

New-York State Lottery,
 Authorised by the Legislature, and pay-
 ment of Prizes guaranteed by them—POS-
 ITIVELY commences drawing in the city
 of New-York, on the second Tuesday in June
 next. The capital Prizes are,
 1 of 25,000 Dollars,
 2 of 10,000 "
 2 of 5,000 "
 2 of 2,000 "
 6 of 1,000 "
 And several 500, 200 and 100 dollars, &c.
 &c.
 The first drawn Ticket every fifth day will
 be entitled to a capital prize; and the second
 drawn Ticket every day will be entitled to
 200 dollars. Less than 2 1/2 blanks to a
 prize.
TICKETS,
 HALVES, QUARTERS AND EIGHTHS,
 FOR SALE AT
 WAITE'S
 Truly Fortunate Lottery Office,
 No. 64 & No. 38, MAIDEN-LANE,
 NEW-YORK
 By enclosing Bank Notes of any descrip-
 tion, (post paid) distant adventurers can be
 supplied with Tickets to any amount, and the
 earliest advice sent of the success. For the
 further accommodation of the citizens of Bal-
 timore and its vicinity, a weekly list of prizes
 will be sent to the printer of this paper for
 their examination, and at the conclusion of
 the drawing, will also be sent the Managers'
 printed list of all the prizes.
 At the above Offices, have been sold in the
 late Lotteries, prizes amounting to a sum
 exceeding 300,000 dollars.
 Present price of Tickets, 7 dollars, but
 will advance as the drawing approaches.
 Prize Tickets in the late New-York Lotteries
 taken in payment.
 New-York, March, 1807.
 (Mch. 9.) 2-w32w

Salt Petre.
 50 bbls. London Refined SALT PETRE,
 of superior quality; for sale by
 CORNTHWALT & YARNALL,
 No. 83, Bowly's wharf.
 31 Mo. 14. d8t

A Coachman Wanted.
 A Coachman that can be well recom-
 mended will hear of a good place by applying at
 this office. March 10. d16t

Notice is hereby given,
 THAT I intend applying to Baltimore county
 court at its next sitting, for the benefit of the
 insolvent laws of Maryland.
 ANDREW BUCHANAN.
 March 9. d3m

To be sold for a term of years,
 A Negro GIRL, about 18 years of age, ac-
 customed to house work. Apply at this
 Office. March 13. d44

A House Wanted.
 A good Tenant wants a comfortable Dwell-
 ing House, at a moderate rent, situate on any
 street, or cross-street between Charles and
 South-streets. Inquire at this Office. d

For Sale,
 A Mulatto WOMAN, and her male Child,
 for a term of years. Apply at this Office.
 March 14. d4t

For Sale,
 A healthy Negro GIRL, for life, for no
 fault but want of employment; she is sixteen
 years old, and has lived for some time in town.
 Inquire at this Office. March 14. d44

MAMMOTH CHEESE
 IN MINIATURE.
 THE subscriber has on hand, a quantity of
 the Richest CHESHIRE-TOWN CHEESE,
 made in the neighborhood where the Mam-
 moth Cheese was made, for sale, with a choice
 assortment of GROCERIES, at No. 31, Bal-
 timore-street.
 W. WOODS.
 January 7. d

RICHMOND TOBACCO,
 Just received and for sale by
 SCHULTZ & VOGELER.
 No. 45, South Gay street.
 March 10. d14t

For Sale,
 A smart active Negro BOY, between 14 &
 15 years of age, who has about 15 years to
 serve. Inquire at this office. March 13. d6t

Schultze & Vogeler,
 No. 45, S. Gay street,
 Have received per ship *Seyern*, from Bremen, &
 on hand, from former importations,
 German LINES,
 GLASS WARES,
 BROAD CLOTHS, superfine and common,
 Garden SEEDS.
 Which they offer for sale on liberal terms
 February 25. d24t

SPRING GOODS.
MARR & GIBSON,
 No. 7, CALVERT STREET,
 Have received by the ship *Sally*, from Liverpool,
 a part of their
 SPRING GOODS;
 Consisting of
 1 case Bindings, Ferrets & Cotton Fringe,
 1 do. flesh and drab colored Nankeens,
 2 cases Cotton Checks,
 2 do. Calico Umbrellas,
 2 do. Diablies,
 2 do. Cotton Counterpanes, from 8 1/4 to 12-4,
 2 trunks Cambric Handkerchiefs & Shawls,
 2 do. Waistcoats and Gingham.
 These goods having been purchased at the
 manufactories for cash, can be sold very low
 on a short credit, for good paper.
 March 3. d

Battle Powder, Cotton, &c.
 The subscribers have on hand, for sale, at No.
 64, Market street,
 4,000 wt Wilkinson's Double-sealed Battle
 Powder, in casks of 50 wt each, very superi-
 or quality, suitable for retailing, and will be
 sold on very accommodating terms.
 15 bales fine quality Tennessee Cotton,
 18 pipes Holland Gin,
 Red Cogniac and Bordeaux Brandy, in pipes
 (fine flavor).
 Cabiness Tobacco, in kegs and half do.
 Cassia Cinnamon, in small bales,
 30 qr casks Sherry Wine,
 Negro Pipes, in boxes,
 Double Gloucester & Pine Apple Cheese,
 Fresh Mace, Basket Salt, &c. &c. &c.
 JACOB & WM. NORRIS.
 February 3. d

Dividend.
 Notice is hereby given to all the creditors
 of George Sears, late of the city of Bal-
 timore, deceased, that a final dividend of the
 estate, in the hands of the administrators will
 be made on the twentieth day of April in the
 year 1807, at the counting-house of Stricker
 and Beatty, in the said city of Baltimore.
 JOHN STRICKER,
 HENRY PAYSON.
 Administrators of George Sears.
 March 2. d34t

New Paper-Hanging Store.
 ROBERT ELIOT,
 No. 7, North Charles street,
 INFORMS his friends, and the public in
 general, that he has just received, and has
 now ready for sale, a large assortment of the
 most elegant PAPER HANGINGS & BORDERS,
 from London, Paris and Boston; amongst
 which are some of the most superb patterns
 of the new invented Spangled or Frosted pa-
 per.
 He will always have a regular supply, and
 constant succession of the newest fashions,
 from Hurley's manufactory in Philadelphia.
 He will superintend the hanging of his own
 papers, employ the best workmen, and ex-
 ecute all orders in town and country, with
 neatness, punctuality and dispatch.
 N. B. The American Papers he will sell at
 the manufacturer's prices.
 One or two Apprentices will be taken to
 the above business.
 March 6. d

Washington's Life,
 Volume 5th, together with a volume of
 Plates, which completes the work, are now
 ready for delivery, at the store of
 GEORGE HILL.
 His subscribers may call and receive to com-
 plete their sets. Gentlemen who wish to pos-
 sess this valuable work, may be supplied still,
 as a few copies of the second edition are un-
 appropriated.
 March 9. d6t-ec6

LEGISLATURE OF PENNSYLVANIA,

HOUSE OF REPRESENTATIVES.
 Mr. BINNEY, from the committee of roads
 and inland navigation, to whom were refer-
 red the petitions of various inhabitants of
 Northumberland, Luzerne and Lycoming
 counties, praying the legislature to adopt a
 general system of internal improvement in
 this commonwealth, by embarking a por-
 tion of the state funds in all the turnpikes
 and canals undertaken by private enter-
 prize, made
REPORT,

That they have given the subject a can-
 did and deliberate consideration, and they
 submit with much deference to the house
 their sentiments on this subject.
 The improvements of roads, it is obvi-
 ous, cannot be effected in any way so just
 in its operation, and so durable in its char-
 acter, as by turnpikes. The efforts of
 townships or counties are not only desultory
 in their application, and must forever con-
 tinue inadequate in their extent, but they
 are, under the present laws of this com-
 monwealth, and perhaps would be under
 any other system than that of turnpikes,
 very unequally exacted. A township in a
 remote corner of the state improves its roads
 for its own exclusive benefit, and is com-
 pelled to repair no more than is destroyed
 by the carriage of its own produce. The
 township adjacent to it is the first that feels
 the evil of the partial system in use by re-
 pairing the roads for its own carriage and
 for its neighbors; and in proportion as the
 distance from the starting point increases
 and you approach the place of deposit, an
 accumulated incumbrance falls upon the
 townships through which the principal road
 passes, who in fact repair for themselves
 and all those carriers who lie between them
 and the remotest township in the state.—
 With still greater severity does the burthen
 fall upon the townships of mountainous
 districts who with little produce to transport
 make the largest contribution for the im-
 provement of the roads. It is impossible
 that any advantage derived from the trans-
 portation of produce through a given town-
 ship can afford an indemnity for the aggra-
 vated inconvenience of making roads for
 others who in return are not compelled to
 make roads for it; and an obvious and per-
 haps necessary consequence of the evil is
 observable in those townships which are si-
 tuated on a principal road, and are condemn-
 ed to the duty from which they derive no profit.
 The evils by no means serious as it respects
 those roads which are intended for the con-
 venience of a particular township or county,
 and have no direct connection with the man-
 carrying roads of the commonwealth and per-
 haps it will never be practicable to introduce
 a better system for the support of many of
 those roads which lead from different quar-
 ters of the commonwealth, as so many lead-
 ers into the principal or most important
 roads. But there cannot be a question that
 as it respects those roads which lead from
 remote quarters of the state to the city of
 Philadelphia, or to any other given point
 of general resort, the present system is in-
 curably vicious, and cannot be retained
 with any hopes of advantage to the roads or
 to the commonwealth.

The question of course occurs, in what
 way shall the evil be cured so as to ensure
 a durable carriage way upon the principal
 routes, with a due regard to the interests
 and rights of the inhabitants adjacent to
 them?
 The only modes at present within the
 contemplation of the committee are, 1st.
 That the commonwealth should take these
 roads into its own hand, and by its funds,
 the common property of the citizens, im-
 prove them by turnpikes; or, 2dly, that
 the prevailing system of turnpikes should be
 encouraged in the hands of the individuals
 by an application of a portion of the state
 funds to diminish their risk and to give them
 a greater probability of success.

To the first plan there are many and un-
 answerable objections. It is not within the
 power of the commonwealth, exclusively
 of individual assistance, to turnpike all the
 principal roads in the state; and the im-
 provement of any particular quarter would
 beget incurable jealousies among the citi-
 zens whose local interest might appear to
 be forgotten, and who perhaps would justly
 claim an equal right to the benefits of a
 public approbation. In the next place it
 cannot be doubted that the commonwealth
 must always carry on its improvements to
 the greatest disadvantage. That economy
 which is guaranteed by the vigilance of a
 private improver, and is an essential requisite
 to success, must always be wanting in the
 management of a public enterprise, sup-
 ported by a public purse, which it is not
 the interest of any individual to husband,
 and which in such an undertaking it would
 be the interest of many to exhaust. The
 difficulty of procuring agents whose fidelity
 to the government would be above the
 reach of corruption or influence—the cer-
 tainty of paying the highest price for labor
 and materials—and the great risk of enga-
 ging contractors more anxious for the profits,
 of a job than for the success of an enterprise,
 and as likely themselves to fail as the scheme
 they would superintend, are obstacles to
 this plan which every one must see, and
 perhaps no one can remove. The repair of
 these roads under the same eye would result
 in the same mischiefs, by constantly afford-
 ing room for the sway of local interests and
 local politics.

There remains, then, but the expedient
 of assisting the efforts of private enterprise
 in this particular direction; and the induc-
 ements to this are, in the opinion of the com-
 mittee, both numerous and powerful. The
 aid of the commonwealth is, in the first
 place, essential to the further prosecution of
 turnpikes. Hitherto the improvement of
 the state has been effected by a system of
 individual sacrifices; and those who in con-
 sideration of public assistance, of pecuniary
 recompense, or of an indirect immunity in
 the rise of other property, have embarked
 a portion of their funds in the construc-
 tion of a road, have derived no other profit
 from the experiment but a lesson of caution
 in future undertakings. There is not at
 this time in the state of Pennsylvania a single
 turnpike of twenty miles in length that
 produces five per cent. to its proprietors; se-
 veral do not average four per cent. and in
 others the whole amount of receipts is con-
 sumed by repairs and debts, and the capital
 of the stockholders is a dead mass. This
 failure proceeds in part from a cause which
 the extension of turnpike roads will to a de-
 gree remove, inasmuch as a facility of car-
 riage from the remote quarters of the state
 must inevitably increase its amount, and the
 profits derivable from it; but it cannot be dou-
 bted that its effects have already fallen with
 so much severity upon the private proprie-
 tor as fatally to check this salutary species
 of enterprise. Acts of incorporation may
 still be solicited from the legislature, and
 paper turnpikes may be found in our state
 books, but the traveller will find little profit
 from the labor of companies dispirited by
 the fate of their predecessors, and who must
 see from all prior example, that their profit
 is to be an inverse ratio to the liberality of
 their expenditures.

The assistance of the commonwealth will
 probably correct the evil, and restore this
 half extinguished spirit by several opera-
 tions: 1st. By taking a portion of the shares
 in any turnpike capital, they reduce by so
 much the actual payment of private stock-
 holders, upon whom of course the prospect
 of an indirect indemnity in the rise of
 other property will act with increased force-
 fully. By increasing the facility of carriage
 from all quarters of the state, the amount
 of internal commerce must be much enlarg-
 ed; the travelling on turnpike roads receive
 a proportional spring, and the pecuniary re-
 turn of the stockholder be so far improved.
 2dly. By embarking as an adventurer in an
 enterprise from which every stockholder
 justly looks for reward, the commonwealth
 will feel an additional motive for protect-
 ing the rights of the proprietors by every sa-
 lutory and constitutional guard; and it is ex-
 tremely obvious that one of the several
 causes which have contributed to the fail-
 ure of turnpike stock, has existed in the
 ease with which payment of tolls has been
 evaded, and in the difficulty of securing
 the stockholders against such unwarrantable
 and ruinous frauds.

The subject embraced in this report, your
 committee deemed of the last importance to
 the commonwealth of Pennsylvania. On
 all sides of our state we have vigilant, intel-
 ligent and wealthy rivals, who, by inserting
 turnpike roads upon the bordering counties,
 are exhausting much of that wealth which
 ought to circulate within our own territory.
 They are also draining us of an effective
 mass of our population, our industrious far-
 mers; who, possessing no means of trans-
 porting their produce to our own metropoli-
 sis, and being confined as it respects all
 the purposes of commerce to their own farms,
 are compelled to desert the state, and to
 commit their fortunes to the protection of a
 more generous policy. It is unquestionably
 true, that the state of Pennsylvania, holding
 most extensive resources, capable of uniting
 remote parts of the commonwealth by add-
 ing but a little to the efforts of nature, who
 has spread her streams around us with a
 bounty our supineness scarcely merits; it
 is true that this state actually does more to
 encourage her neighbors than to benefit her-
 self; that she seems to slumber over her in-
 terests while all around her is full of activity;
 and that by a cruel policy she is reject-
 ing from her bosom those of her children
 who might be retained to cultivate her soil,
 to enrich her treasury, and to defend her
 rights. By the peculiar position of her ter-
 ritory she is subject to injury from the ad-
 dress of the adjacent states; but the redress
 is in our own hands, which may by proper
 activity counterpoise the evil, and draw from
 one neighbor an indemnity for the injury in-
 flicted by another.

As it respects turnpiking, therefore, the
 committee submit to the house, that it is the
 only just and practicable method of im-
 proving the principal roads of the commonwealth;
 that it is essential to the best interests of this
 state, to carry turnpikes to all those prin-
 cipal points of our territory which unite by
 subordinate roads either the settled points of
 the adjacent country, or those parts which
 from soil or situation are now fit for settle-
 ments; that the aid of the legislature is an
 indispensable requisite to the prosecution of
 this plan; and that it will be afforded with
 the best economy, and to the greatest effect,
 by an union with private adventurers.
 The utility of canals in certain cases can-
 not be questioned. The superiority of a
 water-carriage, wherever it is practicable, is
 proved by the universal adoption of it; and
 it is by no means true that in our country,
 the want of water in the summer season, or
 the obstruction of ice in the winter, can se-
 riously interfere with the uses of a canal.
 The objection in part supposes a gross error
 in the construction of the canal; and it
 overlooks altogether a very material fact,
 that the season for transporting produce is
 that in which the streams and sources of
 water are most abundantly supplied, and are
 capable of furnishing every demand which
 a canal can make. As a species of internal
 improvement highly beneficial to the whole
 community, it is proper that the legisla-
 ture should assist with its funds the enter-
 prise of individuals in this particular, and
 should do every thing in its power to facili-
 tate the execution of the work and to se-
 cure its benefits to the proprietors. But in-
 asmuch as this species of improvement is
 not likely to have the same extent with
 turnpike roads, nor to result so immedi-
 ately in the settlement and cultivation of the
 country, the committee do not think it ne-
 cessary to recommend so general a partici-
 pation in the one as in the other; but sub-
 mit with deference their opinion that the
 works of this kind now claiming the at-
 tention of the legislature are eminently en-
 titled to it, and when completed must result
 in extensive benefits to the state.

The modification of the principle sub-
 mitted upon the subject of turnpike roads
 will be left with propriety to the house
 when they shall have a bill upon this head
 before them; but they suggest that the bill
 should authorize the governor to subscribe
 on behalf of the commonwealth one-fifth

of the shares in all turnpike companies in-
 corporated, this session, or to be hereafter
 incorporated, to be paid upon the comple-
 tion of the road, and a report to that effect
 made and substantiated to the governor; the
 commonwealth thereafter to stand as a
 stockholder, and to participate in the profits
 and in the control of the institution. The
 committee think it proper thus to re-
 strict the principle, inasmuch as prior
 charters may have been granted without a
 due examination of the comparative impor-
 tance of the road; and they extend it to all
 future companies because the legislature
 holding the power of incorporation in their
 own hands will be competent judges of the
 propriety of the enterprise in which it is
 called to take a part, and may stipulate with
 the parties in case of necessity for a waiver
 of the assistance. Companies incorporated
 prior to this session will stand upon their
 own merits; and entitled many of them
 are to every aid from the legislature.

One further observation the committee
 take the liberty to submit, though it falls
 more properly within the province of ano-
 ther committee. The assistance suggested
 will no doubt require considerable funds;
 but the means are before us; and without
 resorting to the sale of public stock, or to
 the assessment of a tax, ample resources are
 to be found in the just debts due to the
 commonwealth, the collection of which is
 demanded not less by the necessities of the
 state than by the voice of her citizens.

Your committee therefore submit the fol-
 lowing resolution to the consideration of the
 house.
Resolved, That a committee be appointed
 to bring in a bill authorising the governor
 to subscribe on behalf of this common-
 wealth, for a certain proportion of the stock
 of all turnpike companies incorporated this
 session, and to be hereafter incorporated.

DUTIES,
 Levied at the Custom-House of the Cape of
 Good Hope.

IMPORTATION.
Indian Produce.
 By British ships from any part of India or
 the eastward, five per cent. on prime cost.
 By neutrals from a foreign settlement, ten
 per cent.
 By neutrals from a British settlement, seven
 per cent.
 Prize goods, five per cent. on the vendue
 roll.
European Manufactures.
 British ships, in all cases, three per cent.
 Neutral ships with British manufactures,
 seven per cent.
 Neutral ships with foreign manufactures,
 ten per cent.
 Prize goods 5 per cent. on the vendue roll.
 N. B. Goods transhipped in the harbor are
 to pay the importation duties, but with this
 difference, that they then may be landed
 duty free.
 No importation of slaves is to be allowed,
 without special permission; when that is
 obtained, the duties are to be,
 For a man above 21 years of age, Rds. 25
 woman of the same age, 20
 boy or girl under the mentioned
 age, 15
EXPORTATION DUTIES.
Colonial Produce.
 For traffic, 8 per cent.
 If shipped for G. Britain to be there im-
 ported, 3 per cent.
 If for provisions for the voyage, 5 per
 cent.
European Articles.
 Re exported, 5 per cent. if for a foreign
 port; 4 per cent. if for a British settlement.
 No re-exportation of Indian articles can
 possibly be allowed.

TABLE OF FEES.	Rds. Sh.
Entrance of ships,	4
For landing a cargo,	10
For shipping —	10
For a permit to import or export merchandise,	1
Do. for sea stores & other triflings,	4
For a boat bill,	4
For a manifest,	1
Clearance of ships,	4
A passport for vessels, trading on this coast,	4

English January Commercial Report.
 The woollen manufactures in the north
 and west of England are not considerably in-
 jured by the recent events on the continent.
 The home consumption increases; the com-
 mercial distribution of British woollen goods
 in the East-Indies is every year extending;
 the Anglo-Americans take 600 every year,
 greater quantities than before; the trade of
 the Mediterranean, the Levant and the Black
 Sea, opens still new markets for British
 woollens.

The trade in Welsh flannels is thought to
 be, at this time, one of the most promising
 in which a merchant can hazard a specula-
 tion. It is, for London, principally in the
 hands of one or two houses, which have
 gained exceedingly by it, even within a few
 years.

The iron and copper works of Great-Britain
 continue flourishing. The manufactur-
 ers of Birmingham and Sheffield have of late
 had large orders for the South-American
 market. Their manufactures still find their
 way also to Paris and over the continent.
 By our possession of Malta, a brisk trade
 yielding quick returns, is now carried on to
 the ports of Italy. Malta is the emporium
 of the store-house. From Malta we supply Leg-
 horn, and other places under the power of
 the French. But the English goods are
 sold, even before they are landed, for ready
 money; and scarcely a pound's worth of
 British property is any moment hazarded
 where the French might seize it.

Such has been the general increase of the
 woollen trade of this country, in the space
 of 14 years, that the ester returns to the
 justices at Pontefract of the quantity of the
 woollen manufacture in the riding of York-
 shire in which it stands, were in 1792, 150
 thousand 662 pieces of broad cloth; and 150
 thousand 662 pieces of narrow cloth; but
 in 1806, 306,837 pieces of broad and 195,487
 pieces of narrow.
 Our information respecting the cotton ma-
 nufactures is not flattering. The home con-
 sumption is immense; but the sales for the
 French, Dutch and German markets are com-
 paratively nothing. [London paper]