

ry of the United States, by capt. Hugh G. Campbell, dated at St. Mary's, (Geo.) 14th August, 1812. Says he has served on board the United States brig Vixen, and gun-boats Nos. 10 and 158; from the last of which he was discharged. Is 27 years of age, about 5 feet 7 inches high—brown hair—light complexion—entered on board the Sarah Ann at Savannah.

Michael Pluck (O. Seaman) says he was born in Baltimore—his parents are dead—but he is known by Wm. Doulan, Thomas Turner, and M'Donald all of Baltimore—has a sister in some part of Pennsylvania, whose name is Ann Welsh.—Was never at sea before—never had a protection—is 26 years of age, 5 feet 6 inches high, scar on his left cheek bone—entered on board the Sarah Ann at Baltimore.

Thomas Rogers (seaman) says he was born in Waterford in Ireland; but has resided many years in the United States, has been duly naturalized and a copy of his naturalization is filed in the custom-house at Baltimore—has a wife and 3 children in Baltimore, and is known there by Joseph Carey and John Rogers, the cork cutter, on the Causeway, has lost his protection, but requests Joseph Carey, to do all he can to effect his discharge from the British—Rogers entered on board the Sarah Ann at Baltimore.

George Robert, (a coloured man and seaman.)—This man I had not an opportunity of questioning; but I know him to be a native born of the United States and of which fact he had every sufficient document, together with free papers. He entered on board the Sarah Ann at Baltimore where he is married.

Sonty Taylor (boy) says he was born in Hackensack, in New-Jersey, but has neither friends, relations, nor acquaintance there; says Jane Lawden, of Savannah, Geo. is his mother—never had a protection—is 15 years old—has brown hair and light complexion—entered on board the Sarah Ann at Savannah.

RICHARD MOON.

Late commander of the privateer
Sarah Ann.

American Prizes.

(WEEKLY LIST—CONTINUED FROM PAGE 159.)

247. Sloop Venus, of Jamaica, burnt by the Two Brothers of New-Orleans.

248. Brig Jane and Charlotte, laden with salt, coals, crates and a few bales of dry goods, sent into Salem by the America privateer.

249. Brig Francis, from St. John's, Porto Rico, for Martinique, laden with bullocks, sent into Charleston, by the Nonsuch of Baltimore.

250. Government brig and packet Swallow, 14 guns, 30 men, captured on the 15th ult. after a chase of 8 hours and sent into Baltimore, by the Squadron under the command of com. Rodgers.—The Swallow was bound from Jamaica for Falmouth, and had on board the mail and 260,000\$ in specie, which last was transferred to the President frigate.

251. Brig Porgie, from Antigua, laden with rum and molasses, sent into Norfolk, by the High-Flyer, on her second cruise.

252. Ship Ned, of Cl. sg. w., 10 guns, 9 pounders, 16 men, laden with timber, sent into Salem, by the John and George privateer of that place, after a smart action. The John and George carries one 12 and two 3 pounders, and had on board 38 men, including officers.

253. Schooner ———, captured in the Bay of Fundy, laden with oil, seal skins, &c. sent into Salem, by the Fame of that port.

Offensive and Defensive!

PROGRESS OF MANUFACTURES.

Extract of a letter from a gentleman concerned in a woollen manufactory, at Middletown, (Con.) dated October 19, 1812.

"We are at present wholly engaged in manufacturing with the fine Spanish wool, a branch of business which yields us a better profit, and commands a steadier sale than coarse wool; we may, however, engage in the manufacture of the latter in the ensuing spring—Our establishment is now the most considerable in the United States for fine cloths and cassimeres—we every day furnish from thirty to forty yards of broad cloth, which sells at from nine to ten dollars per yard by the piece, and we shall soon be able to furnish double that quantity. The difficulty of getting good workmen is now surmounted, and we are no longer dependent upon Europe, as our countrymen and apprentices are able to exercise every branch of the business.

"The woollen manufactories are indeed making great progress in the northern section of the union—blankets are made in this state in very considerable quantities—small factories for coarse woollen cloths are getting into operation in all directions.

"We think that the superfine cloths that we now make are superior to most of the imported superfines; and the quantity made here, at Northampton and at other places, is so great that a large amount of foreign cloth will be excluded from our market. The enterprize of our people is beyond that of all other nations, and you may be assured that Europe will find the Yankees the most powerful rival in all her valuable manufactures, as soon as the want of them shall be a little more pressing on this side of the Atlantic." [Aurora.

Frontier Distances.

The following tables have been compiled for easy reference, as well as for the particular use of those who have not the advantage of examining a good map of the seats of war. Accuracy is not affected in things of this kind, for we know it is impossible to attain it; but the tables will subserve the common purposes, and gratify a laudable curiosity. The distances marked thus † are given in *right lines*, as they appear on the map, without regard to the usual roads, or any natural obstructions whatever, for which the examiner will make his own allowances. The distances marked with a *, have regard to the usual roads, and are supposed to be correct—those without marks, by far the most interesting, are derived from high authorities, and given as nearly accurate. We acknowledge ourselves much indebted for many of them to an excellent map, lately published by Mr. Mellish, which we beg leave most heartily to recommend to our readers.

Fort George is opposite Fort Niagara,

Lewistown is opposite Queenstown,

Fort Erie is opposite Buffalo,

Prescot is opposite Ogdensburg,

Lewistown is about 6 miles south of Fort Niagara, and below the falls.

Buffalo is at the bottom of Lake Erie, near the head of Niagara river, above the falls.

Newark is a short distance below Fort George.

York, in Upper Canada, is on the north side of lake Ontario, distant about 35 miles in a direct line from Fort Niagara, and 210 from Malden.