

Copy of a letter from Dr. Edward Miller, to Benjamin Wynkoop, on the subject of a patent Machine for expelling foul air from the holds of ships at sea.

New-York, 15th October, 1796.

Dear Sir,

I am duly favored with your polite letter of last month, and soon after the receipt of it, embraced with great pleasure the opportunity you mentioned of calling on Captain McKeever, to inspect your machine for discharging foul air from the holds of ships. I had heard of this machine some time ago, but my information was not sufficiently distinct or accurate to enable me to understand or judge of it. I am greatly indebted to you for the gratification which this machine afforded me, and I cannot but congratulate the public, that so useful a body of men as mariners are, may now avail themselves of this additional security of health and life.—To prove the noxiousness of foul air confined in the holds of ships, would be to recal the memory of numberless miseries and of an uncalculable mortality arising from inattention to it.—Your machine appears to be most ingeniously adapted to the expulsion of the foul air, and at the same time to the introduction and diffusion of a powerful current of pure air. Like other inventions most beneficial to mankind, it combines in a remarkable degree simplicity, cheapness and efficacy. Its self moving and inexhaustible power, requiring no additional attention or labour from the mariner, its incessant operation in all states of winds and weather, are qualities which in my judgement must recommend it to general use, as soon as the public are apprised of its important properties. In my inspection of your machine, I was accompanied by my learned friend Dr. S. L. Mitchell professor of chemistry in the college of this city, whose inquiries into the subject of noxious airs have been extremely ingenious and penetrating, and whose discoveries on the point do equal honour to the force and the direction of his excellent talents. He expresses the highest approbation of the machine, and will be greatly pleased to find it coming into general use. Foul air in ships, as your hint in your letter, seems to exert a threefold effect; it produces sickness, damages the cargo where consisting of certain articles, and hastens the decay of timber;—there not being ground to refer all these several effects to the operation of one common cause. If you are possessed of any facts to establish the coincidence of effects to the operation of one common cause. If you are possessed of any facts to establish the coincidence of effects from the agency of foul air, I shall hold myself greatly obliged to you for the communication of them, as there appears to be more reason to suspect our intimate relation on this subject, than has been heretofore imagined; and as the development of it, might lead to some interesting results respecting the nature, constitution, and properties of this noxious cause.

With great respect and esteem,

I am Sir,

Your most obedient servant

EDWARD MILLER

Benjamin Wynkoop, Esq.

NORFOLK, Nov. 19.

HIGHLY INTERESTING.

Yesterday arrived in Hampton Roads the brig Moses Myers, Capt. Cooper, from Malaga, which place he left the 3d of October. Captain Cooper has furnished us with the following statement of the

NEWS AT MALAGA.

The embargo continued on all British vessels; the Spanish subjects have been called on to give in a list of the British property in their possession, and orders given that it should remain in their hands till they received farther instructions. The debts due to the British merchants residing in Spain are embargoed, and themselves ordered to pay what they were owing in that country. These steps were supposed to have taken place in consequence of the embargo laid on Spanish bottoms in England at the time of the sailing of the Spanish fleet which convoyed admiral

Richery from Cadiz. The general opinion (both of Spanish and British subjects) was, that war between the two countries was inevitable, as also between Portugal and Spain; as 40,000 Spanish troops had marched to the frontiers. The officers of the British government were preparing to leave the country.

A report was in circulation at Malaga about the 18th September, that the British had got possession of Leghorn, and that the Pope had taken part against the French; but this report was not generally believed; as a Swedish brig, with two American gentlemen passengers on board, from Leghorn, (said which had been detained 6 weeks in Corfica, and then only 18 days from thence) informed, that from the state of the British forces, and the French at Leghorn, it was impossible for them to have taken it at that time, or even to take it at all.

CAPTURE OF THE BRIG MERCURY FROM THIS PORT.

About the 15th of September the brig American brig Mercury, Captain Brooks, of Boiton, loaded at Norfolk, Virginia, by Mr. Pennock, going from Cadiz to Gibraltar, intending from thence to Malaga, was taken by a French privateer, and carried into Tariffe (a small Spanish town at the entrance of the Straits) where they took out the greater and most valuable part of the cargo, and would have taken the remainder, but a gale of wind from the West drove them from their anchors, and compelled them to put into Malaga. Capt. Brooks demanded of the Captain of the privateer his reasons for acting in such an unwarrantable manner, in taking the property without trial (for they began to discharge the vessel the moment she came to an anchor at Tariffe without even going on shore; and told when his cargo was out he might go where he pleased with his vessel)—the only answer Captain Brooks could obtain was, "that the French government authorized them to carry in all neutral vessels bound to or from an English port." On shore, Capt. Brooks says, the people in general were much displeas'd at the conduct of the Governor, who countenanced the conduct of the Captain of the privateer; and whom Captain B. was informed, and is of opinion, was interested in the privateer. Capt. Brooks wrote the American Consul at Cadiz, who also sent a letter to the Governor of Tariffe, but could obtain no satisfaction. Captain Brooks then went to Gibraltar, and from thence to Malaga, where he arrived on the 26th September, and unexpectedly found his brig in the same condition she was left at Tariffe, (the French Consul having put a stop to any further proceeding, until he was advised from Madrid). Capt. Brooks informed Capt. Cooper that he was advised to claim from the Spanish government what damages he had sustained; that it was the opinion of his friends that they were liable by the treaty, for suffering such depredations within their territory. All the crew of the brig, except the mate, cook and boy, were left at Tariffe.

ALGERINES, AND CAPTURE OF AMERICAN VESSELS.

Captain Cooper brings the melancholy intelligence that the Algerine treaty has not been fully complied with; in consequence of which, the Ship Betley of Boston, and two American schooners, had been captured by them, and carried into Algiers. A letter was received at Malaga on the 2d of October from Mr. Barlow at Algiers, mentioning the above, and desiring that it might be made as public as possible, that the Algerines were again capturing the Americans.

Mr. Barlow arrived at Algiers from Leghorn with 100,000 dollars, in part payment of the sum stipulated by our treaty, and it was reported that Capt. O'Brien had sailed from Lisbon with 150,000 more, but neither him nor money had arrived at the date of the last advices from Algiers.

The late American captives were still at Marseilles.

The Spanish fleet was laying at Cadiz, when the Moses Myers sailed.

Last Sunday evening, in long 79, 30, C. Cooper spoke the ship Juno, capt. Whipple, from this port, all well.

PEACE WITH PORTUGAL.

From Capt. Toulson, of the brig Dolly, arrived at New York on the 4th inst. in 41 days from Oporto, we learn, that a peace had been concluded between Portugal & France before he left that place. The terms of PACIFICATION were, that the Queen of Portugal should pay the French Republic ONE MILLION dollars (or pounds sterling, not ascertained) as the capt. understood, and that the ports of Portugal should be shut against armed vessels of every nation. In consequence of this intelligence, the minds of the people were pacified.

JOHN HAMILTON, Esq; is chosen an Elector of the President and Vice-President of the United States, for Edenton District; and JOHN BRADLEY, Esq; is elected to the same appointment, in the District of Wilmington.

Both Houses of the Legislature met in the City of Raleigh, on Monday last.

The Circuit Court of the U. States for the North-Carolina District, will sit at the Court-House of Wake county, on Wednesday next.

The Electors are to meet for the discharge of the important trust committed to them, on Wednesday the 7th of next month, at Raleigh.

FOR SALE,

THE house and lots, now occupied by Dr. William McClure, the lots may be had separately or together. Also one lot on broad street, near the Court-House, and one house and lot, adjoining Mr. Thomas Cox's.

The whole the property of Mrs. May Edwards.

October 15.

NATHAN SMITH.

TO BE LET,

THE store and dwelling house, lately occupied by Mr. John Sears. Enquire of the Printer.

October 22.

THIS DAY ARE PUBLISHED,

AND FOR SALE AT THE

PRINTING-OFFICE, (Newbern.)

PRICE 50 CENTS.

A FEW CASES,

DETERMINED IN THE

SUPERIOR COURTS

OF

NORTH-CAROLINA.

Those Cases, twenty-nine in number, have been copied from the notes of the most respectable law characters in this state.

THE subscriber intending to remove from this part of the state. Requests all persons indebted to him to make immediate payment by the 1st day of January next.—He wishes to sell the lot and improvements where he now lives, for which he would receive one half the purchase money paid down and give a reasonable time for the payment of the ballance, the purchaser giving bond with security, or a mortgage on the premises. Those improvements are subject to a mortgage of about £. 500, which is not payable until five years after next June.—If they are not sold at private sale before the 1st day of January next, they will be then sold at public vendue, subject to the above conditions.

WILLIAM SLADE.

November 26.

FOR SALE,

A FEW

TICKETS

In the Canal Lottery, No. 2.

THOMAS ELLIS.

November 26.

BLANKS of all kinds, for sale at the Printing-Office.