ORDINANCE

Of the king of Sweden, according to which the navigation and commerce of his subjects are to conform themselves in time of war. Given at St. Petersburg, the 23d of December 1800; annexed to the convention of armed neutrality, and referred to in the third article of that instrument.

We, Gustavus Adolphus, &c. hereby make known, that having had recent experience how dangerous and hurtful restraint and uncertainty have been to the commerce and navigation of neutrals, we have therefore thought proper, as well for the maintenance of the rights of our subjects, as well as for the establishment of certain principles, in objects of general interest to publish a definite ordinance for the navigation of our realm. It could not escape our attention, that in time of war, those powers which take no part in it, have a natural right to continue their commerce and navigation, in safety, a right which incontestably results from the perfect independence, which belongs to every government. This right which in practice is often violated, though always universally acknowledged, pre-supposes however the obligation of observing a perfect impartiality towards the belligerent powers without favoring either, to the others prejudice, and also a careful observance of the obligations founded upon treaties and upon public ordinances. The observations of these obligations and duties, derived from principles universally recognized, or set forth in particular treaties, is by so much the more necessary, as without them, all pretence to the advantages of neutrality falls away, and navigation is exposed to embarrassments always prejudicial and often attended with most unpleasant consequences. We therefore declare the following regulations to be the foundations of the rights and duties of the legitimate and neutral navigation of Sweden.

1. In order that a ship be recognized as Swedish, it must have been built in Sweden, or in the provinces under Swedish dominion, or have been stranded on the Swedish coasts, and there in due form sold, or have been in a foreign country, by a legal and authentic conveyance purchased by a Swede. If such purchase has taken place in a country engaged in war, it shall be deemed legal, if made three months before the actual rupture. Every purchased ship must be naturalized. But as the naturalization of vessels legally purchased in foreign countries; but in the sequel, captured by a privateer of a belligerent power, has often drawn after it disagreeable discussions, it is hereby resolved that in time of war, no ship shall be naturalized, which shall have been previously the property of one of the belligerent powers, or of their subjects, excepting however all vessels naturalized before the publication of this ordinance, which shall always enjoy the rights to which neutral and Swedish property are entitled.

2. The ship's captain must be provided with all the papers necessary and requisite for the safety of his navigation. Of this nature (in case the vessels pass the Sound) are *a building certificate*, a *mess letter*, so called, *free letters*, *Turkish and Latin passes*, a *certificate from the magistrate of the place*, a *pass for the ship's company* an *abstract of the owner's oath*, a *charter party*, with the manual signature of the freighter, of the captain, and of the shipper, a *manifest* with the same signatures, and containing the list of the several articles of the lading, and the stipulated terms of the freight, and a *certificate of health* where such is requisite. If the ship's destination be only to ports within the Baltic, or to the Sound, the Turkish and Latin passes are not necessary. But all the other papers above specified without exception must be in the captain's possession.

3. All these acts must be executed and delivered in a Swedish port, unless a ship shall have been by accident or by violence deprived of her papers, in which case these acts may be renewed in a foreign port provided the captain immediately upon his arrival shall take care to make an authentic and duly verified declaration, setting forth the accident, or alledging the grounds upon which he solicits this renewal of papers.

4. The captains are forbidden to take any double papers or invoices. They are likewise forbidden to make use of any foreign flag.

5. It is ordered that the captain and half the company of a merchant vessel, must be Swedish subjects.

6. The captains bound beyond the Baltic, are held to pursue the course prescribed in their orders, and conformable to the bills of lading.

7. All vessels bound to the ports of a belligerent power must with most scrupulous care, and under severe penalties avoid carrying all contraband goods. To prevent all ambiguity or misunderstanding as to what is to be considered as contraband, it is resolved that only the following articles shall be so considered, namely: cannons, mortars, fire-arms, pistols, bombs, grenades, balls, muskets, flints, matches, powder, saltpetre, sulphur, cuirasses, pikes, swords, bolts, cartouchboxes, saddles and bridles, excepting the quantity of these things, that may be necessary for the defence of the ship and her company. All other articles not here specified shall not be considered as warlike or naval stores, nor be subject to confiscation, and shall accordingly pass free, and without obstruction.

8. Every Swedish subject is forbidden to fit out privateers or to use their vessels against the belligerent powers, their subjects and property.

9. No Swedish vessel can ever be used by a belligerent power, to transports troops, arms, or warlike stores of any kind. If the captain be compelled therefor, by a superior force, he must at least make a formal and authentic protest against the violence, to which he is necessitated to submit.

10. When a merchant vessel shall not be under convoy, and shall be met by a ship of war, or privateer of a belligerent power, the captain of the merchant vessel shall not oppose the visitation of his ship, but shall himself be bound truly to produce all the acts and documents which designate his lading and its destination. The captain and his company are alike forbidden in the severest manner, either before, or during the examination to conceal or destroy any of these public papers.

11. But if such a merchant vessel belong to a convoy, the preceding article shall no longer serve as a rule to the captain, but his duty shall then be solely restricted, punctually to obey the orders and signals of the commander of the convoy, to which end he shall constantly do his endeavor to keep as little distant from him as possible.

12. Every captain is expressly ordered not to attempt to enter a blockaded port, after receiving a formal notification of the blockade from the commander thereof. To ascertain what characterizes a blockaded port, this denomination is allowed only to such where, by the measures of the power attacking them with ships destined for the purpose, and sufficiently near, there is an evident danger of entering.

13. If a Swedish merchant vessel should be taken by a ship of war, or by a privateer of one of the powers at war, the captain shall immediately send his circumstantial report, supported by the necessary attestations to the Swedish consul or vice-consul in the neighbourhood where the vessel was taken. But if there should be none such there, he shall send his memorial to the Swedish consul, whose district comprehends the port, into which his vessel shall have been brought.

14. Every captain of a Swedish merchant vessel, who observes accurately the above rules and regulations, shall enjoy a free navigation, protected by the laws of nations, and the obligations of treaties, and all the ministers, public agents, and Swedish consuls are ordered in case of attack or insult upon him, to support his lawful and well-founded complaint. But whosoever shall in any point transgress the present ordinance must impute the consequences solely to their own illegal conduct, and can make no reliance in such a case upon the support and protection of his majesty.

15. Conformably to the contents of a former ordinance of his majesty, the privateers of every foreign nation are forbidden to enter, or bring into the ports of his realm, their prizes, excepting when the ships are compelled by distress. In this case every person is forbidden upon severe penalty to purchase the prizes, or any of the effects taken by the privateer.

That no person may alledge ignorance of what we have ordained, we shall make known the present ordinance, wherever it shall be necessary, and we command the observance of the same by all whom it may concern.

In witness whereof we have signed the present with our own hand, and caused it to be sealed with our royal seal.

Given at St. Petersburg, the 23d of December, 1800.
(Signed)

GUSTAVUS ADOLPHUS,
C. B. Libet.

Extract of a letter from a gentleman at New Orleans, to his friend in Burlington, dated March 2.

"MY DEAR FRIEND,

"The brig Franklin captain Kennedy for Philadelphia, which will sail to-morrow, affords one a favorable opportunity to inform you of my safe arrival at this place the 17th ultimo, after a boisterous passage. We sailed from New York the 12th January. My short residence here has, as yet, been entirely engrossed with attention to business, which is very troublesome, as the whole of our sales is by retail, which of course occupies our time from morning till night. Every thing is conducted in a very different manner than with us. The entries at the custom house are very troublesome. Every article is carried thither and lodged in the public warehouse. Every box is opened and inspected, and if the officer pleases, every bail must be unpacked and each piece of goods inspected to see whether it agrees with the entry. There are modes, however, of abridging this useless labor, and delicate scruples do not prevail—This among the subordinates however, as I have no reason to judge of the superior officers of government, whose conduct I believe to be perfectly honorable. I find so many exaggerations and misrepresentations about this part of the world, that I am very cautious not to believe every idle suggestion, and shall be more so, how I propagate what I do not know to be facts. My favorable anticipations of the commerce of this place are exceeded by all that I have yet seen. The increase of exporting commodities is said to be in the ratio of 150 per cent the present year. I am endeavoring to obtain some official documents of the exports from hence. This I find more difficult than I could have expected, but I hope perseverence will surmount all obstacles. When I shall have acquired such intelligence as will enable me to communicate with accuracy the real state of the commerce of this place, I shall impart my knowledge for the satisfaction, possibly benefit, of my friends; till then I will not trouble them with my reveries. To gratify, however, some little curiosity that may be excited on receiving a letter from this western part of our continent, take the following short sketch of a place which one day must rank among the most important emporiums of the commercial world.

"New-Orleans is situated on an Island of large extent, about 100 miles above the mouth of the Missisippi. Its surface is one uninterrupted level from the mouth of the river for many leagues above without the least rising. It may contain about 1200 houses; the streets are strait, intersected at right angles, about 40 feet wide, raised in the centre, with narrow side walls and gutters; but entirely unpaved except the foot walks in places. The soil being of clay renders the walking after a rain not only muddy, but so slippery that you can scarcely keep your feet. The buildings are in general one story, without cellars—a great number, however, of two, but only one of three, which is superb, and would not disgrace even Washington—I know no private building in New York or Philadelphia as splendid in its exterior, said to have cost 60,000 dollars and not yet finished. Much taste is displayed in the fronts and battlements of the roofs, which are generally flat and tiled. Since the great fire, which a few years ago destroyed this place, all buildings are, by regulation, now constructed with brick, and tile or slate roofs. The brick are very bad, but covered with white lime mortar, which gives a neat appearance. The waters of the Missisippi rise occasionally no more than 6 or 8 feet.

An embankment called the levee, keeps the river from overflowing the city and adjacent country. It extends along the river many leagues on each side, and is sufficiently broad to serve as a high road. This levee, in the city is crowned with people of all tongues and complexions—French, Spanish, Dutch, English, Americans, and Indians by hundreds, with their nakedness scarcely covered by a short waist cloth and blanket. You cannot conceive a more motley assemblage than is daily exhibited in this place. The manners and living are entirely French, which is the language of the whole city, excepting foreigners; the officers of the government alone being Spanish. The market is abundantly supplied with but indifferent beef and veal, but plenty of fish, oysters and some of all kinds of vegetables in the greatest luxuriance. We have had green peas and asparagus ever since my arrival—Oranges very fine for half a dollar a hundred.. The orange trees are now in full bloom, and the odour is most exquisite. The inhabitants all dine at 1, and fare sumptuously. At my lodgings I am boarded at 12 dollars per week—seldom less than 8 dishes elegantly dressed; and wine and claret at breakfast, dinner and supper, without limitation; a neat room, bed and curtains, and servant to brush clothes and boots. This is a very hospitable place; I have scarcely dined at my lodgings since I have been here; we sup at eight, retire at nine, and rise with the sun. I find little intellectual society, all is commercial that is worth cultivation; gambling is very frequent, and our foolish Kentucky men spend and lose their money in this place most infamously. The inhabitants are temperate, as their wine, being very small, of which however, they swallow immoderately at meals, they cannot hold enough to intoxicate them; but our northern folks will not relinquish grog, which is poison in this climate. I see no reason to apprehend danger as to health if I am prudent. The inhabitants, men and women, are universally as hale, fair and fresh coloured as our own people. They say themselves that this is the Paradise of the world. I shall try its charms, as I do not mean to return until I have made a fair experiment of the country. In a few weeks I shall go to Natchez, where the cotton plantations are growing productive beyond all conception; I shall take notes of my jaunt and communicate all my observations for your amusement. To avoid repetition and what is worse, the task of writing, I beg leave to inclose this to our good —— who will, after perusal forward it you. Though far distant from my native shore, I feel all the attachment I ever possessed for the happiness of my country. I shall wait with anxious solicitude the event of the new administration."

LOTS FOR SALE,
In the City of Washington.

THE SUBSCRIBER offers for Sale a number of valuable Lots beautifully situated between the Capitol and the Eastern Branch. Also a few Lots to be let on lease for ninety-nine years in the vicinity of the Navy yard.

WILLIAM PROUT.

City of Washington. December 12, 1800 tf

N B. A few Tons of good Meadow Hay, one Kiln of Bricks, and some Cord Wood.

W. P.

PROPOSALS

WILL be received by the subscriber until Monday the 25th instant, to contract for the building the MARINE BARRACKS in the City of Washington, agreeably to a plan, which may be seen at the Navy Office. The proposals may be made for the whole, or for the Brick and Joiners work separate,

Wm. MARBURY.

May 12, 1800. dt25M

LONDON & PHILADELPHIA

Bottled Porter of an excellent quality, for sale by the Subscriber, at the cellar under the house occupied by Mrs. Sweeney, and near to Mr. Rhodes's City Tavern.

HENRY LEWIS.

May 20. tf.

BUILDERS.

WILLIAM LOVERING, of George-Town, and WILLIAM DYER, of the City of Washington, having commenced partnership in the Architectural and Carpenter line of business, which they are determined to carry on with assiduity, integrity and dispatch, hope for the patronage of their friends and the public.

Having a number of the best workmen now employed, are ready to execute any orders which they are determined shall be done in the best workman like manner for those who will please to favor them with their commands.

Orders directed to W. LOVERING, Gay street near the Union Tavern, George Town, or to W. DYER, I Street, North of the new War Office, City of Washington, will be punctually attended to.

N. B Wm. LOVERING has been in the practice of drawing for and superintending great part of the Builoings in the City of Washington and its Vicinity.

Washington, April 1. tf.

Conrad & M'Munn

HAVE opened houses of entertainment in the range of buildings formerly occupied by Mr Law, about two hundred paces from the Capitol, in New Jersey avenue, leading from thence to the Eastern Branch. They are spacious and convenient, one of which is designed for stage passengers and travellers, the other for the accommodation of boarders. There is stableage sufficient for 60 horses—They hope to merit public patronage

City of Washingron, Nov. 24, 1800. tf

Nail Manufactory,

ALL kinds of Cut Nails for Sale by Wholesale and Retail at the Factory on F Street, and at the Hardware Store of the Subscriber, where persons building and all others wishing to purchase may be supplied with any quantity at the most reasonable rates

JOHN JACK

Washington Feb. 4, 1801.