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## 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 3d 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 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 neutral 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 an impartiality towards the belligerent powers without favouring either, to the other's prejudice, & with 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 embarrassment 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, in the provinces under Swedish dominion, or have been stranded on the Swedish coasts, and there in due form sold, or have been purchased in a foreign country, by a legal and authentic conveyance purchased by a Swede. If such purchases have 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 port, a pass for the ship's company, an affidavit of the owner's oath, a charter party, and 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, & 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 the 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 port 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: cannons, mortars, firearms, pistols, bombs, grenades, balls, muskets, flints, matches, powder, salt-petre, sulphur, cuirasses, pikes, swords, bolts, cartouchboxes, saddles, &c. except 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 transport troops, arms or warlike stores of any kind. If the captain be compelled therefore, by a superior force, he must at least make a formal & 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 endeavour 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 those 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 whomsoever 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 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 allege 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.

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

(Signed)  
GUSTAVUS ADOLPHUS,  
C. B. Libert.

NEW-YORK, June 5.

Yesterday afternoon the remarkable fast sailing and fortunate ship Argus, Capt. Main, arrived here in 33 days from Bourdeaux; the first ship which has performed her voyage from hence to France and back since the renewal of our intercourse with that country. The Argus has performed her voyage in less than three months.

By this arrival, we have received Paris papers to the 26th of April inclusive, eight days later than our French accounts via London. Upon the whole, these papers furnish us with little news of importance.

A gentleman who came passenger in the Argus, informs us, that the news respecting the defeat of Abercrombie, had fallen to the ground, and was disbelieved in France when he left Bourdeaux, which was on the 2d ult. Our belief of the inaccuracy of the late accounts from Egypt, by the Brutus, is strengthened, from the entire silence of the late Paris papers on this subject.