

WEST COUNTRY PATENT  
**Canvas,**  
 No. 1 to 3,  
**FOR SALE BY**  
 Ebenezer Large,  
 ALSO  
**200 boxes short pipes**  
 suitable for the Spanish Market  
 9 miles 13th, 1800. 1mw & 17w

**Charles Marshall**  
 AND SON,  
 No. 46, Chesnut Street,  
**HAVE RECEIVED,**  
 Per brig Liberty, capt Henderlin, from Amierdam, and other arrivals,  
 A quantity of the following articles, which they sell for cash, or the usual credit—

Antimony crud	Oil Anisi
Arsenic alb	— Juniper
Sac tartari	Succiini
Vitriol alb	Rho lii
Borax	Camphor
Opium	Cocciunella
Anonetto	Gum Benzoin
Merc Dule	— Arabic
Precip rub	— Myrrh
Corros sub	— Kino

ALSO ON HAND,  
 Sal G'auher  
 Rad septian  
 Flo Sulphur  
 Sweet oil  
 Sem anisi  
 Rheubarb

IN CASES  
 Mannia flak  
 Com  
 Liqueoric ball  
 Cort-Peru flav  
 Rub

And a quantity of  
 Shop furniture, surgeons instruments, patent medicines, &c.—Medicine chests, and orders from the country, put up on moderate terms.  
 September 13 1800. w fs 3w

**Marshall's Sales.**

UNITED STATES }  
 Pennsylvania District, }  
 PURSUANT to a writ to me directed from the honorable Richard Peters, Esq. Judge of the District Court of the United States for the Pennsylvania District, will be exposed to public sale, at the Merchants' Coffee House, in the city of Philadelphia, on Wednesday the 24th of September, instant, at 12 o'clock at noon,

The armed French schooner or vessel called the  
**L' AIGLE,**  
 Prize to the United States Schooner Enterprise, lieutenant Shaw, commander—With all and singular her apparel, guns and appurtenances.  
 The same having been condemned in the said court, as forfeited, &c.  
 JOHN HALL, Marshal.  
 Marshal's Office,  
 September 13, 1800. } 31awtS.

UNITED STATES }  
 Pennsylvania District, }  
 BY virtue of a writ to me directed from the honorable Richard Peters, Esq. Judge of the District Court of the United States for the Pennsylvania District, will be exposed to Public Sale, at the Merchants' Coffee House, in the city of Philadelphia, on Wednesday the 24th of September instant, at 12 o'clock at noon,

The armed French vessel called the  
**CHOUCHOU,**  
 Prize to the United States armed ship Philadelphia, Stephen Decatur, commander, with all and singular her apparel, guns and appurtenances—the same having been lately condemned in the said court as forfeited, &c.  
 JOHN HALL, Marshal.  
 Marshal's Office,  
 Sept. 13, 1800. } 3awtS

BY ADJOURNMENT.  
 UNITED STATES, }  
 Pennsylvania District, }  
 BY virtue of a writ of Fieri Facias to me directed, issued out of the District Court of the United States in and for the Pennsylvania District, will be sold at Public Vendue at the Merchant's Coffee House, on Tuesday the 16th day of September inst. at 7 o'clock, in the evening, two third parts of the

BRIG, CALLED THE  
**VENUS,**  
 WITH the same proportion of her tackle, apparel and appurtenances, &c. Seized and taken into execution and to be sold as the property of Robert P. Bail, deceased.  
 JOHN HALL, Marshal.  
 Marshal's Office,  
 September 13, 1800. } d3t

**PROPOSALS**  
 FOR PUBLISHING BY SUBSCRIPTION,  
**The Works**  
 OF THE  
 Hon. James Wilson, Esq. L. L. D.  
 Late one of the Associate Justices of the Supreme Court of the United States and Professor at Law in the College and Academy of Philadelphia.

From the original manuscript, in the possession of Bird Wilson, Esq.  
 CONDITIONS.  
 These works shall be elegantly printed in two volumes octavo, and delivered to subscribers at five dollars.  
 They shall be put to press as soon as the subscriptions will justify the expense of publication,  
 Subscriptions will be received by  
**ASBURY DICKINS,**  
 The publisher, opposite Christ Church, Philadelphia; and by the principal booksellers throughout the United States.  
 A Prospectus of the work may be seen at the place of subscription.  
 September 13 1800. } 5

Late  
**FOREIGN INTELLIGENCE.**  
 CONTINUED.  
 LONDON, August 1.  
**HIGH COURT OF ADMIRALTY.**  
 Held at the Cock-Pit, Whitehall, the — day of May.

Present, the following most noble and right honourable lords commissions of appeals in prize causes.  
 Lord Chancellor, Lord Eldon,  
 Duke of Portland, Chief Baron M.D.  
 Earl Spencer, Sir Grey Cooper,  
 Earl of Liverpool, Sir R. Pepper Arden  
 Earl of Westmoreland, Sir W. W. Wynne,  
 Lord Henley, Sylvester Douglas,  
 Lord Macartney, R. H. W. Windham

Clas Grill, Esq. consul-general of his majesty the king of Sweden, Appellant.  
 John Lawford, Esq. commander of a squadron of his majesty's ships, Respondent.  
 On this day came on the appeal cause between the above parties, respecting the capture of the Maria, one of the Swedish convoy, taken on the 30th of June 1798, by Commodore Lawford, and carried into Margate Roads.

The convoy consisting of several ships under the protection of a Swedish frigate, were bound for several ports in the Mediterranean, and laden with pitch, tar, iron, deals, &c. of these only one was going avowedly to an enemies port, Ferrol; several were destined for Portugal, and the Maria for Genoa. After a short detention, the frigate and ships for Portugal were discharged, and the rest detained; and on the 13th of October following, the present suit was instituted in the admiralty court, the event of which must be decisive of the right to the whole capture. The cause came on to be heard on the 20th of December before Sir William Scott, who directed further proof; and in compliance with this order, on the part of the captors, among other attestations was produced a copy of the instructions which were given to the commander of the Froye Swedish frigate, which paper is in the French language, and is thus translated:

"In case the lieutenant-colonel should meet with any ships of war of other nations, one or more of any fleet whatever, then the lieutenant-colonel is to treat him with all possible friendship, and not give any occasion of enmity: But if you meet with a foreign armed vessel, which, on speaking, should be desirous of having still further assurance that your frigate belongs to the king of Sweden, then the lieutenant-colonel is by the Swedish flag and salute, to make known that it is so; or if they would make any search among the merchant ships which are under your convoy, which ought to be endeavoured to be prevented as much as possible, then the lieutenant-colonel is, in case such thing should be insisted upon, and that remonstrances could not be amicably made, and that notwithstanding your amicable comportment, the merchant ships should nevertheless be violently attacked, then violence must be opposed against violence."

On the 1st of May, the cause came on for further hearing when Sir William Scott rejected the claim for the ship and cargo, and condemned the same as a good and lawful prize, as belonging, at the time of the capture thereof to the enemies of Great Britain, and as such liable to seizure and confiscation.

To this decree an appeal was lodged, which now came on to be heard before the above Lords Commissioners when the King's Advocate and the Solicitor General were heard for the respondent, and Dr. Lawrence for the appellants.

The Court then postponed the further hearing until that day week, when it was refused by a most able argument, by Mr M'Intosh, on the same side with Dr. Lawrence. This closed the argument and the cause now stands for judgement, which is daily expected by the public with great solicitude.

From the magnitude of the point in issue, and the copiousness of the argument, embracing the whole position of the law of nations respecting the rights of Neutral Powers by sea, it would be impossible to compress the merits of the whole case within the limits of a daily paper, without excluding other important matter. We therefore mean to detail it in the following order. We now submit the case; on some future day, we shall give the argument of Counsel, and then close our report, with a full statement of the judgement the day after it shall be delivered.

Case as stated by the Appellant.  
 Immediately that the Swedish convoy came in sight, on the 27th of June, 1798, the British ships hoisted their colours and the ships of the convoy shewed theirs; but it is not suggested by the English Commodore that the Swedish frigate then shewed any indication whatsoever of hostility or forcible resistance.

The Romney, notwithstanding, beat to quarters, and cast off the lower deck guns, and ran them out, and upon the Romney and the Swedish frigate getting within hail, Commodore Lawford begged leave to send an officer on board, which was answered (as he himself admits) very politely, and a Lieutenant was thereupon sent on board the Swedish frigate, to know the destination of the vessel under convoy, with their lading. The answer was given without hesitation that they were Swedes, from Marstrand, bound to different ports in the Mediterranean, laden with hemp, iron, pitch and tar.

No demand is asserted to have been made of the papers of the Swedish ships; but as the detaining of them by force was in the opinion of the Commodore Lawford, a circumstance which required some consideration, since it might involve the two nations in war, he called a council of the captains of the Squadron, and then sent a lieutenant to England, with dispatches to the Lords Commissioners of the Admiralty, for their instructions.

In the mean time, the Squadron continued in company with the Swedish frigate and the convoy; and, on the 30th of June, the Lieutenant, who had been sent with the dispatches of Commodore Lawford, returned with dispatches from the Lords of the Admiralty.

The claimant here takes the liberty of noticing, that, although the captors have exhibited, in the manner before stated, the instructions which his Swedish Majesty gave to his own Officer, they have not thought proper to bring forward (as it is presumed that they easily might have done, with consent of His Majesty's Government) their own representation, coming from all their Commanders, in public Council, to their own superiors, nor the instructions which they received in answer from those superiors; documents which are the most material to shew the infant and genuine impression made by the demeanour of the Swedish frigate and convoy on all the British Commanders, and the grounds on which alone the Lords of the Admiralty authorised the seizure and detention.

Having received that authority (on whatever motives, and in whatever terms, it may have been given to him,) Commodore Lawford sent two of the Captains of the Squadron on board the Swedish frigate, to inform the Commander, that he had orders to detain his convoy, and carry them into the nearest English Port.

It does not appear that upon this, any more than on former occasions, the Swedish Commander refused the inspection of the papers of the ships under his convoy, nor indeed that even at this period any such inspection was demanded.

The Swedish Commander, however, upon the intimation given by the two Captains, said, that he was sorry any difference should arise between the two nations; and at the same time, shewed his instruction (a copy of which he gave,) which were to repel any attempt that might be made to board his convoy by force, although he was first to make use of conciliatory measures, and endeavor to prevent it amicably if possible.

This was communicated to Commodore Lawford, who returned for answer, that he should immediately proceed to take possession of the convoy, and the Plover, Wolverine, and Plotte, part of the Squadron, were ordered to board the Swedish vessels, Commodore Lawford, at the same time, making the signal to prepare for battle. The ships appointed to board the convoy began fulfilling their instructions; and both guns and muskets were actually fired at the ships which did not bring to upon being ordered. At the fire of each, Commodore Lawford, as he states, expected that the Swedish Commander would make the promised resistance, but nothing was offered; only it is said, that the Commander of the Swedish frigate appeared uneasy, by the frequent wearing of his ship during the night, the Romney being, at the same time, close under her lee, with lower deck guns run out, and every man at his quarters.

By day-light, on the 31st of June, the greatest part of the convoy were secured; but it being observed by Commodore Lawford, that two large ships, which appeared to be hovering round the frigate, had not been boarded, he ordered the Plover and Plotte to board them, judging, as he also states, that this last measure would decide how far the Swedish Commander meant to dispute the point. A boat from the Plover was thereupon sent on board one of the said large ships, when the Swedish frigate bore, and stood for the Plover with an intention, as expecting by Commodore Lawford, of opening her fire. The Romney bore also, and made the signal for the Daphne to tack to support the Plover; but still no firing took place.

The petty officer put on board the large Swedish vessel by the Plover was taken out by an armed boat from the Swedish frigate. This, as Commodore Lawford was afterwards convinced, and has fairly admitted, was only done by the Swedish Commander in the way of retaliation, on account, as it should seem, of some of the Swedish crew, whom it was Capt. Wrangell's duty to protect, having been taken out of their own vessel by the Plover, and the English petty officer was immediately after returned, as Commodore Lawford has also admitted.

At the moment, however, of the transaction, the English Commodore being, as he avows, extremely exasperated, directed the boat to be fired at; but as that instant the Daphne came in a line with the boat, and prevented the shot being fired at the boat, as ordered.

A Swedish officer was then sent on board the Romney, with the complaints of the Swedish commander, and with an intimation that he would go into an English port with the convoy; and an agreement thereupon took place, that the Swedish Commander should direct the convoy into such port as Commodore Lawford should point out, and that Commodore Lawford would withdraw the English seamen and return all the Swedes. This was done accordingly; and Commodore Lawford made the signal for all captains, and acquainted them with the termination of the business, and of his intention to go into Margate Roads. The whole of the ships were shortly after brought to anchor just without Margate Roads, when an officer was sent on board the Swedish frigate to

request that the commander would give Commodore Lawford a list of his convoy, with an account of their lading; from what port they came; and whether they were destined, and with this, as with every other amicable request made to him during the whole transaction, he readily complied.

The papers of the ships under convoy were not taken into possession, nor even demanded for inspection, so far as appears by the captors, until upwards of six weeks after the capture, and in the interval an offer was made to the ships bound to Portugal, that they might proceed on their voyage; one ship (the Snow St. Johannes, Callstrom, master) received, by order of the Lords of the Admiralty, a written discharge, dated on the 20th of September; she was, however, soon after ordered, by the guard-ship at the North, to proceed up the river, where she remained nearly three weeks, without any proceedings being had against her, or the papers having ever been inspected or demanded by the captors, or any person on their behalf, till the master himself, being desirous, and thinking it his duty to obtain compensation for this long detention, voluntarily carried his papers to the King's Proctor, who in consequence, brought them before the Court on the 13th of October, and then, and not before, commenced proceeding against that vessel and cargo.

The Judge of the Admiralty, under the special facts of that case, restored the St. Johannes, together with the cargo; and, as the claimant submits, the distinction which the captors and his majesty's government made, with regard to that vessel (a distinction declared at the time, to be understood as extending to all the ships bound to Portugal), evinces in the clearest and most incontrovertible manner, that, down to the 13th of October, neither His Majesty's Government nor the captors, considered the Swedish convoy, generally, to have made any such resistance as would raise the present questions; but, from the 27th of June down to that time, a period of nearly four months were proceeding against particular ships only, on the ground of their avowed or suspected destinations to hostile ports, with cargoes of naval stores.

REASONS assigned by APPELLANT.

1. Because the vessel and cargo being the undoubted property of Swedes, as claimed, the cargo consisting wholly of Swedish produce, and both documented accordingly to treaty, were engaged in a fair, open, and legal trade.

2. Because, whatever may be the legal consequence, if forcible resistance be made by a merchant ship to prevent visitation, no such resistance was made, or attempted to be made, by the vessel in question.

3. Because the right of visitation was not carried or attempted to be carried into execution, by the captors, in a manner consistent either with the letter or spirit of the treaties between Great-Britain and Sweden, or the duties arising out of that right itself.

4. Because the ship's papers were immediately delivered on the first demand, which, however, did not take place until the six weeks after the capture.

5. Because the principles and authorities which subject private merchant ships to search, do not, by any just analogy in law, apply to the situation of a fleet under convoy of a ship of war, specially appointed by the sovereign, and pledging the public faith of the state to which they belong.

6. Because, although there are many instances of vessels sailing under convoy, some even of an enemy, and others which have been taken after considerable resistance, and a formal engagement with the convoying ships, yet no precedent has been adduced, or can be adduced, of any vessel having been condemned on that account: and many have been actually restored.

6. Because, from the date of the treaty of 1656, down to the present time, Sweden has been in the occasional practice of sending convoys, when she had been at peace and Great Britain at war, and neither has any question in consequence been ever raised in any British court of justice, nor any remonstrance, so far as appears, been ever made by the British government; on the other hand, when Sweden has been at war and Great Britain at peace, public instructions have been issued to the Swedish cruisers to respect the words of every British officer, having the merchant ships of this country under his convoy.

8. Because, in this instance, the convoying frigate was not appointed with any original purpose adverse to Great Britain, and did not make any actual resistance, though the commander seems to have been repeatedly provoked to do so.

9. Because, by the agreement of the British and Swedish commanders, the question whatever it was, between the two countries, was referred entirely to the two courts.

10. Because the captors, and his majesty's government, by their conduct towards the Swedish frigate, and the vessels under his convoy, bound to Portugal, have clearly admitted that the Swedish fleet was not seized and detained on account of any forcible resistance, of any refusal to submit to visitation and search but solely on grounds arising out of the nature of the cargoes and destination, which grounds have been abandoned in fact, and cannot be maintained in law.

PARIS July 29.  
**ACTS OF GOVERNMENT.**  
 DECREE OF THE 24th OF JULY.  
 The Consuls of the Republic to the Minister of Marine

The Consuls have not been without pain Citizen Minister, that several ships of the Breft Squadron have been disarmed, and that at a moment, when it was more essential than ever to complete the organization of our Squadron, it should be suffered to be discour-

aged by the first difficulties which present themselves. It is at the moment when the Continental war absorbs the principal resources of the nation, and the principal attention of Government, that the Minister of Marine, the Admirals, the Directors, should redouble their courage and firmness all obstacles. Cause inquiry to be made into the conduct of the Directors or Officers who have ordered the disarming of four ships, which have left the road and entered into the port, and of those who have authorized leave of absence to the sailors. These operations could not be justifiable without a special order of Government. Take measures that there may be at once a raising of all people on the coast; and that our ships be provided with every thing necessary for their sailing. The French wish for a marine they wish it much. They will make all the necessary sacrifices to accomplish their wish. Keep an impartial but strict eye upon your Officers and the different branches of the Administration. It is time there should be an end to dilapidations. Send back those individuals who have been a long time but too much marked by public opinions as participators in fraudulent measures. As the law cannot reach them, let them at least be put in a state of impotence to injure us more.

In the court of August, should circumstances permit, the First Consul will go to visit the Breft fleet. See that he shall have nothing then to bestow but eulogies upon the Minister, and the principal Agents of Government. The Consuls will make known to the French people the officers and Administrators who shall have served with zeal, and will point out to public opinion those who have shewn themselves unworthy of it by a culpable apathy.

Reward will be bestowed upon the ship which shall be in the best state, and the crew, of which shall be best disciplined.

Order the Commander in chief of the Squadron of Breft, as also the Generals and Captains of ships, to remain constantly on board, to lay on board, at night, and to exercise the crews with new activity. Establish by a regulation premiums for the young sailors, who shall shew the greatest activity;—and for the gunners, who shall distinguish themselves by their precision in firing. A single day must not pass without each ship exercising with ball, firing alternately at marks placed on the coast; and others placed in the road.

(Signed) BUONAPARTE.  
 (True copy.) H. B. MARET, Sec'y.

PARIS July 19.  
 The first volume of the documents respecting the English committee is printing by order of Government. The Police has made a discovery of new agents and new intrigues. The documents were buried six feet under ground in the garden of the farm of Grenelle.

ARMY OF ITALY.  
 Massena, General in chief, to the inhabitants of Piedmont.

Head quarters, Milan, July 13.

PIEMONTESE PEOPLE,

I am informed that in some provinces of Piedmont there is a manifestation of insurrectional movements; that there even exists some armed collective bodies. What can be the object of such movements? they threaten the public tranquility and the safety of the army. Is this the price which the French government ought to receive for the generous conduct which it has observed towards Piedmont?—And shall agitators deceive themselves with respect to the moderate use which it makes of its strength and its victories! Piedmontese people, animated with the same spirit of peace and justice that actuates my government I wish only for your happiness and tranquility, but not treat as an illusion the baneful consequences of the rebellion to which these proceedings lead. You will bring down death upon your heads, desolation among your families, and the devastation of your properties. It is then, in the name of your existence, of that of your wives, of your children, and in the names of your dearest interests, that I summon you to return to order. Do not shut your ears to my voice when it speaks to you the words of peace! Do not compel me to make preparation of force. The moment when you shall oblige me to march the French columns against you, will be that of exemplary punishment. Enjoy, inhabitants of the town and country, enjoy the bosom of your families, the powerful protection of the French army affords you, and fear to turn against you the army made for your defence, and to provoke the heroes who bring friendship to the people of all nations, but who have never been insulted or assassinated without signal vengeance. This proclamation shall be addressed to the provisional government of Piedmont, and to the general commanding there, that they may each in their proper place give it the greatest publicity. It shall be printed in the two languages, published, and posted throughout all Piedmont.  
 (Signed) MASSENA.

HAGUE, July 8.  
 We learn that the army which Gen. Angereau is to command on the Rhine will consist of 50,000 men, partly French and Batavians, and will join the corps of Generals St. uzanne and Cartaux. Gen. Angereau is expected here from the Camp of Finnowen.

VIENNA, July 1.  
 After a long conference, at which the principal Minister assisted, it was resolved not to accept the Convention concluded in Italy with Buonaparte. In consequence of this determination, recruiting has been Commen-