The National Intelligencer,

AND

WASHINGTON ADVERTISER.

Vol. I. WASHINGTON CITY, PRINTED BY SAMUEL HARRISON SMITH, NEW-JERSEY AVENUE, NEAR THE CAPITOL. *No. LVIII.*

Five Dolls. per ann. MONDAY MARCH 16th, 1801. *Paid In Advance.*

ROBERT ELLIS.

AT the Houſe lately occupied as the Little Hotel—has for ſale at low rates, the following articles, viz

Madeira, 1ſt quality,
Dry Sherry,
Port,
Tenneriffe,
Malaga,
1ſt, 4th, and 5th proof Cogniac Brandy
4th do. Jamaica Spirits,
Holland Gin,
Anniſeed and Cinnamon Cordials,
Country Rum and Whiskey,
And a general Aſſortment of Groceries.

☞ Alſo a large ſupply of Ladies Morocco Shoes, and firſt quality Butter.

Washington, March 2, 1801. tf

John Minchen.

BOOT MAKER

From Philadelphia.

RESPECTFULLY acquaints his Friends, Customers, and the public, that he has removed his BOOT and SHOE MANUFACTORY from near the Eaſtern Branch, to New Jerſey Avenue, on the hill, near the Capitol, where he makes Gentlemen's Boots, Bootees, dreſs and undreſs Shoes on the ſhorteſt notice, in the neateſt manner, and of the beſt materials.

December 3d. 3tw.

TO JOURNEYMEN SHOEMAKERS.

WANTED, a number of Journeymen Shoemakers, to whom conſtant employment and good wages will be given.

To be hired out by the quarter or Year.

A LIKELY and well diſpoſed negro man, about 25 years of age, who is a good Hoſtler and driver of a Carriage, and has during his youth been employed as a Houſe boy and waiter at table. He can be warranted for ſobriety and honeſty. And his maſter would prefer getting him into ſervice in the City of Waſhington or George Town, as he has a wife in that Neighbourhood.

Application to be made to the printer.

March 4th, 1801. 6t.

FOR SALE, or RENT.

TWO Brick dwelling houſes, ſituated on the Pennſylvania-avenue near the Preſident's houſe; each containing two handſome parlours and paſſage on the firſt floor, four lodging rooms, including garret, all private, kitchen and cellar; the whole will be completely finiſhed in a few days: the yard's front paliſadoed and ſet with trees; the walks to the ſtreet paved or graveled, which will render the ſame as comfortable a ſituation as any in this City for a private family, and will be ſold for leſs than any gentleman can have the ſame built for. A family of negroes will be taken in part payment, or Lots will be exchanged for Slaves. For particulars enquire on the Premiſes of

OWEN ROBERTS.

March 11, 1801. 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 Waſhington, 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. tf

Waſhington Feb. 4, 1801.

IT is the wiſh of the brother of RICHARD DEMPSEY to know what has become of him, and where he reſides. Richard Dempsey arrived in this country from Ireland in the county of Antrim, near Barrymanock about 9 years ago. He is ſuppoſed to be in the Weſtern part of Pennſylvania.

Information will be thankfully received by JOHN DEMPSEY, through the Office of the Univerſal Gazette.

Waſhington, Feb. 18, 1801. 3t

MEMOIR
ON
MARITIME LAW,

BY JOEL BARLOW.

Written for the French Government.

Paris, 5 Dec. 1799.

The ſeveral conſtitutions which the French nation has hitherto given herſelf have been prefaced by a declaration of the Rights of Man. It might not be improper that the preſent one ſhould carry with it a declaration of the *Rights of Nations;* I mean ſome of thoſe great principles which would tend to the preſervation of tranquility in Europe, and which would favor a ſtate of peace rather than a ſtate of war.

A proper underſtanding of the Rights of Man is doubtleſs leading to great ameliorations in his civil ſtate, and will throw much light on the ſcience of interior legiſlation, of which you may hope to profit as ſoon as you ſhall have paſſed the viciſſitudes of the revolution. A proper underſtanding of the Rights of Nations will perhaps enable you to avoid as many errors and as great evils in your exterior concerns; and it ought likewiſe to be regarded as one of the great objects of the ſame revolution.

It is probable that your new conſtitution will haſten the epoque of a general peace. The peace will have been ſo dearly bought, that you muſt wiſh to render it as permanent as poſſible; and you will doubtleſs be willing to adopt the means moſt proper to attain the end. You ought at this moment to aſk yourſelves, what are the moſt uſual cauſes of war in the preſent ſtate of Europe? and how are theſe cauſes to be avoided in future?

Is there not ſomething vicious in the preſent organization of the great ſociety of nations relative to each other, eſpecially in what is called the Maritime Law of Nations as now underſtood in Europe? Many articles in this maritime code are evidently calculated to favor a ſtate of war, and to throw advantages into the hands of belligerent powers to the prejudice of neutrals. This of itſelf is one inducement to war; and if it can be proved that ſome of theſe articles might be amended, it is hoped that no time will be loſt in adopting ſuch amendments.

1. The whole ſyſtem of privateering, and letters of marque and repriſal, ought to be forever aboliſhed. It is eaſy to demonſtrate the evils that ariſe from this ſyſtem, both in its general principle as it affects the ſtate of ſociety in Europe, and as it applies to the intereſt of the French nation in particular. It is one inducement for vicious individuals in all maritime countries to wiſh for a ſtate of war. Men of broken fortunes in the ſeaports, ſuch captains of veſſels, and other ſailors, whoſe irregular conduct prevents their obtaining employment in regular buſineſs and peaceable times.—ſecretaries of miniſters and chiefs of departments, who expect large gratifications for the commiſſions they obtain—and other claſſes of men too various and too vile to be ſpecified in this place, all promiſe themſelves great profits from a looſe piratical warfare; and never fail to do all in their power to bring on hoſtilities, by irritating the parties at home and abroad.

When their ſyſtem of ſea robbery is once licenſed by a declaration of war, all bounds of morality and every tie of civil ſociety are broken with theſe claſſes of men. All means are lawful by which they can ſeize the property of others, whether friends or foes, neutrals, allies or fellow citizens. Every ſpecies of plunder, homicide, fraud and cruelty, that human ingenuity can invent, are practiſed without diſguiſe; as they are ſure to go unpuniſhed by their own or any other government.

Vaſt quantities of property belonging to neutrals, being unjuſtly taken and deſtroyed, are clearly loſt to all parties, and muſt be paid for by the government that allows ſuch devaſtation; unleſs it avoids the payment by provoking ſuch neutrals to take part in the war, and thus extend its ravages beyond the original intention of their parties.

But this is not all. This terrible ſacrifice of morals gains other claſſes of ſociety. The regular merchant leaves his accuſtomed buſineſs, and launches into the moſt extravagant ſpeculations, founded on the cruelties and murders of an occupation which he has not the courage to exerciſe himſelf; but he renders himſelf equally guilty by hiring others to do it for him. The contagion of unuſual cupidity extends to every ſort of people in the commercial towns. Sea robbery becomes the faſhion of the country; manufactures are deſerted for a more ſeducing proſpect of gain; and all the ſea coaſt of every country at war preſents the afflicting proſpect of ſociety relapſing into a ſtate of barbarity and piracy, worſe than the ſavage ſtate from which our arts and ſciences have drawn us.

Such are the general effects of privateering as obſerved in all European nations. But France has a peculiar intereſt in prohibiting this vile and degrading warfare. It never fails to deprive her of her ſeamen, and to cripple her national marine in a greater degree than it does her rivals the Engliſh. The reaſon of this is obvious. France is an agricultural nation, rather than a commercial one. Her commerce is ſo little, in proportion to her military navy, that it is with great difficulty ſhe can man her national ſhips in caſe of need. She is obliged therefore to take landſmen to ſupply the deficiency; and ſhe endeavours to balance the want of ſkill by an augmentation of numbers. For this reaſon the equipage of a French ſhip is vaſtly more numerous than that of an Engliſh; they fight to leſs advantage, and loſe many more priſoners. This is peculiarly the caſe with your privateers. Hence it is that your privateers in the preſent war have done little more than people the Engliſh priſon with the beſt of your ſeamen. Indeed the maritime part of the preſent war offers a variety of the moſt terrible examples of the fatal conſequences of the ſyſtem of privateering in every light in which the ſubject can be placed.

Therefore, as there can be no poſſible benefit ariſing from the ſyſtem either in this or any future war—as your whole naval force can always be diſplayed to the beſt advantage in national ſhips and under the ſole guidance of the ſupreme executive power—as you will thus take away one of the inducements which bad men have to provoke hoſtilities and bring on a war—as you will thus avoid doing injuſtice to neutrals abroad, reſtrain the violence of wicked men at home, and ſhut up a ſchool of immorality which threatens deſtruction to the whole ſyſtem of human ſociety, it is to be hoped that privateering will be hereafter forever prohibited in France.

2. Another branch of the maritime law of Europe, which ought to undergo a ſerious conſideration at this time, is that which regards the rights of neutrality; eſpecially in ſome conteſted points which are ſuſceptible of a clear definition and a ſolemn declaration. The queſtion whether the flag of a friend ſhall protect the cargo of an enemy, has been agitated in Europe for a century and a half, without being finally ſettled at this day. The practice of the Romans was in favor of the negative; and that was ſufficient for a long time after the revival of commerce to ſettle the practice in the early part of modern times. But the inconvenience of this was found to be ſo great to neutrals, without procuring any ſolid advantage to belligerents, that the contrary practice began to be recommended about the middle of the laſt century. It was found to be ſo much more convenient for all parties to allow the flag to protect the property, that the number of treaties in which the modern practice is adopted is almoſt as numerous, within the period above-mentioned, as of thoſe in which the ancient uſage is maintained. The following is the liſt of treaties in which it is ſtipulated that the flag ſhall protect the cargo, in all caſes except in contraband of war.

		In
Between France and	Holland	1646
	Hanse-Towns	1655
	England	1655
	Spain	1659
	Holland	1662
	Idem.	1678
	Idem.	1697
	Idem.	1713
	Idem.	1739
	Denmark	1662
	Idem.	1742
	Sweden	1672
	England	1677
	Idem.	1713
		In
Between England and	Portugal	1654
	Sweden	1656
	Spain	1667
	Idem.	1670
	Idem.	1713
	Holland	1668
	Idem	1674
		In
Between Holland and	Portugal	1661
	Sweden	1667
	Idem.	1675
	Idem.	1679
	Naples	1752
		In
Between Spain and	Auſtria	1725
	Denmark	1742
		In
Between Denmark and	Genoa	1756
	Naples	1749
		In
Between Ruſſia and (Armed neutrality).	Holland, Pruſſia, Sweden, Denmaak, Naples	1780
		In
Between the United States and	France	1778
	Holland	1780
	Pruſſia	1785
	Sweden	1785

To this liſt may be added all the treaties that have been made by the Powers of Europe with the Ottoman Empire and with the ſeveral States of Barbary, as well as thoſe between America and the States of Barbary; it being an invariable principle among thoſe Mahometan Powers to reſpect the flag of a friend and all the property it covers*.

(To be continued.)

* This is not the only point in which the States of Barbary have adopted principles of public law more rational, and approaching nearer to civilization, than thoſe of Europe.

They admit no ſuch thing as *contraband of war*; but allow a neutral veſſel to carry any article, at any time to any place, without examination.

They make no maritime war without a public declaration; and do not allow hoſtilities to commence till a certain number of days after the war is declared—thirty days when the party is bordering on the Mediterranean; a longer term, if at a greater diſtance. The number of days is fixed in the declaration.

All the veſſels ſubjects and property of the party, then within their juriſdiction, or that arrive during this interval, are ſent away with paſſports; and not ſuffered to be moleſted in their homeward voyage, though met at ſea after hoſtilities are begun.

Some of theſe principles may be ſometimes violated by a paſſionate prince; but they are acknowledged as law, and are generally obſerved with the moſt ſcrupulous honeſty.