

American,
Commercial Daily Advertiser

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WILLIAM PECHIN,
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31, SOUTH-GAY-STREET,
NEAR THE CUSTOM HOUSE, BALTIMORE.

TUESDAY, JUNE 17, 1806

Locust POSTS

FOR SALE BY
NATHANIEL G. GOVER,
No. 25, Market-street.
June 14

For Sale,

127 chests Hyson Skia TEA, entitled to drawback.

Also,
130 tierces of RICE,
ROBERT LEMMON,
Head of Smith's Dock
June 6

Lands for sale.

ABOUT 120 acres of LAND for Sale, of excellent quality, one-third in valuable wood; distance from the city of Baltimore five miles. Any one wishing to purchase may view the premises and know the terms by applying to
WILLIAM ROSS,
Marsh-market.
April 2

Nicholas S. & D. Jones,

79, SMITH'S WHARF.
Have received per the William Murdoch, captain
Gruault, from London.

AND OFFER FOR SALE,
195 dozen old Brown Stout, (of a superior quality, in cases of 6 1-2 dozen each.)
White Lead in Oil,
Vergilfrases,
Yellow, Red, Black and Blue Paints,
Also, by the Fame, from Liverpool,
5 tons patent Shot, assorted,
5 do Paints,
10 sheets Milled Lead.
And daily expect by the Olive Branch from Bristol,
100 boxes Negro Pipes,
20 do Tin.
N. B. We will barter 100 quarter casks best English Gunpowder and 46 tons B. L. Lead, for Sugars or Antigua and Jamaica Spirits.
June 4

Household Furniture,

For sale by
SOWER & S. COLE, Auc'trs.
PURSUANT to an order of the Orphans' court of Baltimore county, will be sold, by public auction, on Saturday, the 21st inst. at ten o'clock in the forenoon, at the late dwelling of Mrs TULL, in Second-street, between Gay and Smith-streets,
ALL the Household and Kitchen Furniture of Bridget Tull, deceased, among which are, a number of Feather Beds, a large quantity of Table Linen, some of which is entirely new, and of an elegant pattern—and some handsome pieces of PLATE.
Purchasers to the amount of thirty dollars or upwards, will be entitled to a credit of six months, on giving notes, with approved indorsements.

TO RENT,

THE late dwelling HOUSE of Mrs. Tull, in Second street; possession will be delivered on the 24th inst. For terms, apply to
WM. GWYNN, Adm'r.
June 5th

Landing

From on board of the Appoquinimink Packet,
5 pipes 4th proof Real Cogniac Brandy.
Daily expected from Virginia,
1000 bushels Bran, and on hand,
500 lbs. Wool
40 lbs. Sugar, part first quality
60 hds. Jamaica Rum
15 ditto Antigua ditto
20 ditto 3d proof French Brandy
50 bags Coffee, 20 hds N. E. Rum
5 hds. Mo asses. 50 bls. Whisky, Teas,
&c. Apply to
G. & J. S. YEATES,
June 2.

For Sale,

ON A LIBERAL CREDIT,
LISBON WINE, in pipes and quarter casks
MADEIRA,
Cogniac BRANDY,
Holland GIN,
West-India SPIRITS,
Muscovado SUGARS,
New-Orleans Do.
Havana SEGARS.
First quality Carraças Cocoa, and some Lignum Vitæ; all of which, the latter article excepted, are at my store, in Water-street, back of the offices of Mr. Joseph Sterrett and Mr. John Gill. I have taken out licence to sell Liquors by the small quantities, and as I am enabled to lay them in at the cheapest rate, I will dispose of them for cash on the most reasonable terms. My young Man will give constant attendance at the store.
I still continue to assist Mr. Samuel Sterrett in the adjustment of averages and all matters relative to marine insurances.
VAL. HAYLEY,
May 22

The Subscriber.

Offers for Sale, the following GOODS, on a liberal credit, for good paper:
250 pieces Britagnes
100 do. Platillas Royals
200 do. Checks and Stripes, No. 2
3132 lbs fine Hempen Ticklenburgs
2331 do do. Flaxen do.
50 ps. do. Dowlas
7143 yards stout British Onaburgs
6 tons Patent Shot
5 do. Mill'd Lead
156 pieces Bridport Canvas, No. 4, 5, 6 & 7
All the above goods entitled to drawback on exportation.
No. 39, Thames-street, Fell's Point,
THORNDICK CHASE,
June 12.

Phoenix Fire Office,

THE public are respectfully informed, that the office of the Phoenix Insurance Company of London, for insuring houses, &c. &c. against loss by fire, is now held in the rooms lately occupied by John Purviance, Esq. in Second-street, where attendance will be given, from 9 o'clock A. M. to 1 o'clock, and from 3 to 6 in the afternoon.
DAVID STEWART, Agent.
June 16

For Sale,

BORDEAUX CLARET, in hogheads, in cases of one Do.
and two dozen each,
ANNISEED, in baskets,
GERMAN LINENS,
English and Holland SAIL CANVASS, assorted,
Ea then WARE, in crates assorted,
Seaming, Sewing and Seine TWINE.
Apply to
JOHN SHERLOCK,
June 11.

Gin, Holland Canvass, &c.

Received per the Sully, from Amsterdam,
GIN, and empty GIN-CASES,
HOLLAND CANVASS,
CHECKS, No. 2,
OSNABURGS,
ROUANS,
White Flemish SHEETINGS,
HESIANS, and
MADDER, which will be sold on moderate terms, by
WM. WILSON & SONS,
June 10.

C. S. Konig,

Has received by the Joseph and Phoebe, from Bremen,
24 boxes German Linen
And offers for sale on the usual terms, the following assortment, viz:

- 500 pieces Platillas,
 - 560 do. Bretagnes,
 - 150 do. Cholets,
 - 100 do. Dowlas,
 - 59 do. Creas,
 - 100 do. Estopillas,
 - 225 do. Listados,
 - 500 do. Checks, No. 2,
 - 500 do. Checks and Stripes,
 - Hempen and Flaxen Onaburgs,
 - 10 bales 2 bushel bags, and
 - 6 pipes French Brandy.
- The whole entitled to drawback.
June 13

F. Hurxthal & C. Hasenclever,

Next door to the Frederick-Town turnpike road office, Buchanan's store, No. 3, Sharp-street,
HAVE imported by the ship Joseph and Phoebe, A. McCorkell, master, from Bremen, a general assortment of

German Manufactures;

Among which are,
Linen, Bed Ticken, Woolens, Trimmings for Saddlers, Ribbons, Looking-Glasses of all sizes, Slat.s and Slate-Pencils, Whetstones, Beads of every description, and a variety of articles too numerous for insertion.
The whole of which they offer for sale on the usual terms. Having an opportunity of receiving their Goods from the manufacturers direct, they are convinced of being in a situation to sell at very acceptable prices, and hope to be favored with the custom of Exporters and Country Merchants.
June 12. Th & Tu 2mo

James Bosley

Offers for sale,
15,000 lb 1st quality Martinique Coffee
84 hds Muscovado Sugars
6 hds Cocoa
ALSO,
Spanish Hides, Tanners' Oil
Red green, yellow and black Morocco
White Witing Hog Skins
First quality Shoe Thread
Tanners' and Curriers' Tools
And a general assortment of Leather
May 20

Stolen

FROM the window of the subscriber on Friday evening, a single case-gold WATCH, newly repaired and in complete order, the hands excepted, which were only put on to regulate her by; with a gold chain and seal, on the cornelian of which was the initials I. D. in cypher, over which a crest, an arm and dagger, maker's name S. Johnston, London, No 5666; the face not in the usual mode, having the figure twelve to the left of the pendant and the joint opposite the pendant. A reward of \$10 dollars will be paid for the return of the watch, on delivery, and no questions asked, or \$30 for watch and thief on prosecution to conviction.
AUGUST ATKINSON,
June 13

A. M'Callough,

81, MARKET-STREET,
HAS just received for sale an Invoice of
ADELPHI COTT' N, Marking and Sewing THREAD assorted in pounds, balls, and ornamented boxes of various sizes
Also an extensive assortment of
Silk and Cotton Chambrays
Cheap Cambric Muslin
Ditto Calicoes
India, Mulls and Book-Muslins
Irish Linens, and some extra fine Long Lawns
Bleached-Russia Sheetings
Bandanna Handkerchiefs
Silk and Worsted Bindings
Boot Webbing, &c. &c.
AND
Two cases of fancy Muslins, calculated for the Spanish market, entitled to debenture.
May 17

John Buffum,

84, BOWLY'S WHARF,
Has received per schooner Mason's Daughter,
John Willet, master, from Salem,
45 pipes Coracia WINE,
40 hds New-England RUM,
100 boxes Mould Tallow Candles, imported from the Mediterranean, and suitable for the Spanish market, entitled to drawback.
June 7.

Found.

MY servant, yesterday morning, picked up a small bundle of searain apparel, on the Reisterstown turnpike road, which the owner may have, by giving a proper description of it, and paying the price of this publication, on application at 23, Water-street.
JOHN HILLEN,
June 13

Came to the Subscriber's

FARM, on the 3d inst. a black GELDING, near fifteen hands high, he appears to be about 8 years old; has a small snip on his nose, some small saddle marks, both hind feet white; with a switch tail; had on when taken up; a saddle and part of a bridle, both saddle and bridle appear to be half worn. The owner is requested to prove property, pay charges, and take him away.
JOHN COCKEY, Senr.
June 12.

From the NATIONAL INTELLIGENCER

BLOCKADES.

The recent British orders relative to blockades demand the attention of every citizen of the United States, and have no doubt seriously engaged the councils of our government. The blockade of a grand division of the earth, such as the confederate republic of Kingdoms and states, which is called Germany, is unknown in the annals of past times. The principle of a reasonable expectation of a reduction by force is essential to a legitimate blockade. Such an expectation, such an object for the present blockades is not in the contemplation of any man in or out of Great Britain.—The British Secretary of State declares that the motive of the blockade is "to show the just resentment of Great Britain at the perfidious conduct of Prussia." On a former occasion the late Sir Horatio Nelson, since lord Nelson, issued a proclamation under the orders of the British government, avowing as the motive of the illegitimate blockade of April, 1797; "that it was his duty that Spain should no longer have any trade." Never was a more unwarranted attempt to effect a blockade before seen. Yet the recent measure goes in some degree on the same ground, but far exceeds it in the scale. It avows indeed the principle of "resentment." 'Tis an unwarranted resentment against Prussia, which wounds more, and without law the peaceful suppliers of food and raw materials to Britain and the great consumers of their manufactures. Mr. Fox speaks of principle. His discerning mind will admit, that the principle of hostility to the seizers of the external dominions of King George the Third, cannot justify the ruin of the agriculture, trade, supplies and revenues of the greatest supporters of the home dominions of the same King. The principle of blockade, now set up is unknown to the laws and tribunals of Britain and America, which, as to the admiralty department, were identified in 1776. No learned, intelligent and upright admiralty judge can decree condemnation of neutral ships and cargoes of cotton and tobacco in voyages from the United States to all enemies ports when there is no pretence of a design or hope of reduction by force. If the British judges could be supposed for a moment to treat the royal orders to cruisers, as law to neutrals, conscience and high judicial character must be abandoned forever, and the despotism of the British naval power must be palpable and consummate.—The people of the United States will never submit to the condemnation of their crops, without one justifying section in the law of nations, or even in British municipal law. They will not consider spoliation as "friends in pace." They are absolutely unable to bear the damming up of all the vents for their productions, because it has been found right, in Great Britain, that the rest of Europe (and by consequence America,) shall no longer have any trade, or because one continental power acted, or is allowed to have acted, with unnecessary hostility. Is the correct neutrality of America to be pretended to be punished at the pleasure of the British crown? Is that correctness to secure her no exemption from injustice and injury? Is Britain authorized certainly to ruin us, because she alleges that she apprehends ruin? Can Britain expect the repeal of our "Nicholson's law," if she acts thus? If we are to send no goods to the continent of Europe through England, nor directly to the ports of Europe, what is to become of our produce. It is well worth the while of Great Britain to ascertain, before it shall be too late, that we cannot endure the situation into which these unprececeded and illegitimate blockades will inevitably cast us.
We shall be compelled by imperious necessity to alter the state of things, by systematic legislation.
The naval disposition of Great Britain and the support of her agriculture will force us to commence changes in our interior economy, which will be fatal to her manufactures.
We cannot buy of her, if we are despotically interdicted from the exportation of productions, not pretended to be contraband of war, to all ports not lawfully blockaded. Already have the Irish and other British linens, the fine cloths and hardware of Britain been sacrificed to insupportable impositions. America saw the right of search perverted to the benefit of written contracts with foreign passengers and sailors, and even with our native sailors. The powers, which made that law must conserve the rights and interests of the American people. We have not made the present necessities of Great Britain. We have not influenced the councils or conduct of Prussia. We have often regretted, with Mr. Fox himself, the course of measures, which preceded the present state of things.
Let Great Britain, accusing others of the dereliction of principle, adhere to principle with those, who have not deviated from principle. It is the pride of America, that she has professed and practiced morality in politics. It will inspire her with firmness in her trials, which Providence may dispense.

We have a right to trade and to manufacture. We are not entirely an agricultural country. So far as we are deprived of our just share of external trade, we shall be left, nay, compelled to manufacture. But more imperious circumstances compel us to promote manufactures. Our crops will rot on our hands through the interruptions of our exports. Those crops are our only ways and means to pay for foreign manufactures. If illegitimate blockades keep them on our farms, we must recur, more and more, to household manufactures, to manufacturing machinery, to mills and slight, to increased duties on decreased imports, to reduced consumption, to prohibitions of such goods as are not made of our own raw materials, and to a thousand other devices, which an ingenious necessity (created by illegitimate blockades) will, from day to day, suggest. The middle and northern states are disposed to manufacture. The interruption of their navigation and trade will render manufactures necessary to the support of the inhabitants of their seaport towns. The southern states will be ready to agree, that no woollen cloths or blankets shall be imported from Great Britain, that cotton goods of American and foreign manufacture may be only used. The Americans must sacrifice the whole woollen manufacture of Great Britain (not to the calm support of their own agriculture. We must and will sell our crops and we will cease to deal with those, who illegitimately prevent the sales of our crops. This is no light or imaginary business. It is not a matter of an obscure or intricate nature. It is not how thou art for the first time. It is not a local or party question in America. It concerns Louisiana and Maine, the coasts of the Atlantic, and the banks of the western rivers. We will know and feel that we must export and sell our crops; or we must manufacture and consume our crops. We ask favor of no foreign power. We refuse justice to no foreign nation. We can and will, under Providence, maintain our right to be industrious and to exist. Let England take care, no illegitimate conduct, on her part, gives us the name of action to our indisputable capacities. If she desires that we shall supply her wants and consume the fruits of her industry, let her aid, by all the means in her power, the sales of

hour productions abroad, with the net proceeds of which we are alone enabled to pay

her.

A FRIEND OF PEACE.

From the Aurora.

POLITICAL VIEWS.

No. III.

The Commerce of the Mediterranean.

Before the revolution of 1789, France employed nearly three thousand sail of vessels of all sizes in the Mediterranean—for Spain, from the constant hostility which subsisted between her and the Barbary powers, was under the necessity of using the bottoms and the flag of France in that sea. Since the conquest of Lombardy and Tuscany, France has secured by treaty the monopoly of the coral fishery on the coast of Algiers, which was formerly in the hands of merchants of the kingdom of Sicily, of the island of Corsica, Genoa, and Marseilles, giving employment to full 500 vessels, of from 15 to 20 tons, with ten men each. France will not suffer this lucrative trade and nursery for 5000 seamen to diminish; and her factories at El Callo and El Bastian, on the eastern coast of Algiers, in the province of Constantia, open at once resources of great magnitude to her commerce, give strength and interest to her influence at the courts of Barbary, and afford new aids to the coral and coasting trade.

The monopoly which the city of Marseilles enjoyed under the Bourbons, was not as advantageous to that city as an open trade with the whole nation would have been, and the whole nation suffered by this mistaken favor and contracted system. The African company at Marseilles, like all monopolists, became as odious as their system was vexatious and intolerant; they were detested at home, and lost the confidence of the natives of the African shores. The Barbary powers, during the reign of Louis XIV. had contracted many treaties with France, highly advantageous to France had they been duly attended to; but the same laxity and imbecility which ruled France, and which ultimately produced the revolution, had suffered those treaties to be broken through, and by the activity of her great English rival, in the year 1799 there was not a single French merchant in the dominion of Algiers. The recent expedition of Jerome Bonaparte to that coast—the counteraction of Mr. Carter ght, the English consul, still more recent, and his flight from that country, plainly points out the objects pursued by France and the unity of her stupendous policy. In a subsequent number of these papers, we shall go into the detail and particulars of the commerce of the Levant.

The next power, in the order before given, was Genoa, now an integral part of the federal empire of France. Genoa, before her union with France, had pursued a system of policy in relation to the Barbary powers, well worthy of their ancient reputation, and honorable to the native land of Columbus. She always preferred fighting the Barbarians to the payment of tribute. Her seamen, therefore, were the best and bravest that sailed in that sea—the state never redeemed those who surrendered, and her merchantmen, always prepared for death rather than slavery, were a terror to the corsairs: They have not had for the 25 years preceding their incorporation with France, more than three large ships of war, two galleys and two corvettes; yet with this small force they protected their coasts with effect, and carried on an active commerce with a degree of security and success, honorable and worthy of imitation by commercial nations. The acquisition of such a people on the Mediterranean shores must be of the first consequence to the federal empire; and the recent release of a great number of Genoese who had been captured, and remained unredemmed, at the solicitation of Jerome Bonaparte, is another evidence that the system of French policy is directed by men of no mean intellect or shallow views.

The third power whose number of ships we stated, was Great Britain. One half of the number stated are chiefly confined to Gibraltar and Malta; a great proportion of those that trade with Gibraltar are navigated by Italians, who expect under the British flag protection against corsairs, and who during war possess many indulgencies in a smuggling commerce not authorized by English laws, but which policy blinks at in consideration of their supplying the British garrisons, and aiding in cutting up the French and Spanish commerce; these men, after acquiring property adequate to their wishes, return to the Italian shores from whence they came, to Genoa, to Tuscany, to Elba, Sardinia, and Corsica.

A decree of Bonaparte published in July, 1805, against enemy's corsairs, manned in Italy, has paralysed that branch of illicit commerce, and has thrown those hardy seamen on shore in their several countries or transferred them to the naval ports of the federal empire; and it is not at all improbable that the same sagacity which dictated the decree and that adopted Genoa, may upon the ascendancy of Bonaparte being unequivocally established, convert those very seamen into enemies of the English commerce.

Malta, to which another portion of the British commerce was directed, has been in a commercial decline for fifty years; and after all her former celebrity, her military monks, like the eunuchs of those infidel countries for which they had in the name of God sworn a holy hatred, had lost all their vigor and their reputation? During the twenty years which our American friend to whom we are indebted for these facts resided there, there had not been a single Barbary corsair captured by the Maltese knights. Malta, excepting a small quantity of cot-

ton, produces nothing worthy of commerce. It is therefore a mere entrepot, where the commerce of oilier places may be deposited for future transportation, and possesses no consequence but from its military position. As things look at present, the British commerce to the Mediterranean has reached its height. The Barbary system has been hitherto sustained and nourished by Great Britain, as a check and a scourge upon the commerce of nations which are not "intimately connected" with her. That system will now be either destroyed, or employed by France as it was formerly employed by her rival, the parent of universal mischief. The commerce of Italy and of the Mediterranean generally will obtain a renewed life, and a more vigorous body; and the consequences will affect the Baltic and the Atlantic—while to the U. States, if the pacific and strictly neutral policy of our government is pursued, the consequences must prove of the first importance. But our greatest danger will be from the influence of English politics in our country, and the assumption of our flag by English factors who disregard our nation, and who, to answer the purposes of England, would readily commit our peace. But these dangers will diminish with the progress of those events which time must now speedily unfold.

Spain before the humiliating peace made with the Barbary powers, and he disasters under Alton (late Neapolitan minister) and count O'Reilly, in 1783; had not in the Mediterranean more than 250 vessels, and these principally belonging to Majorca and Ivica; Barcelona and Malaga furnished a few. The sacrifice of national honor, however procured a considerable advantage to Spain, near 100,000 Italians removed to her seaports on the Mediterranean. The Catalonians and Majorcans are the most active of the Spanish seamen; and it has been more than once hinted that Catalonia was to be incorporated with the federal empire; an event by no means inconsistent with the prevailing policy of France.

Naples has recently undergone a total revolution. The island of Sicily which contains about one million of both sexes, cannot long remain unsubjected. Its commercial prosperity was at its greatest height about 30 years ago.— Since that period, particularly since the war of the second coalition, its general commerce has been virtually annihilated, as its ordinary imports and exports were almost limited to the mere subsistence of human life. Her navy, between her enemies and friends, ceased to exist, and the numerous corsairs of Tunis, without professing or courting alliance, preyed upon the vessels and ravaged the coasts and carried thousands of the unhappy Sicilians into captivity. Under their own flag, the Sicilian seamen have never fought with valor or success. Under other flags, they have been found gallant, intrepid and intelligent—such is the evident effect and the most salutary commentary on depraved and debased government. Her new destiny may restore her to commerce and prosperity; under the former dynasty Naples and Sicily were doomed to wretchedness and progressive deterioration. If the same genius that pervades France should equally favor Naples and Sicily, their position, climate, and productions, promise to exalt them to an unexampled state of prosperity. The occupation of Naples is surely a powerful evidence of the intelligence and unity of design which governs the policy of France.

Next to the Neapolitan and Sicilian we noticed the Greeks, subject to the Grand Seignor. These possess the largest, best rigged, and best fitted ships in the Mediterranean. Since the commencement of the French Revolution, they have doubled in number. Three out of four they build themselves, the rest are purchased at Naples, Genoa, Venice, &c. The acuteness, intelligence, intrepidity and enterprise of the Greeks is proverbial; their skill in commercial transactions is not surpassed even by the Chinese. In 1804 nine hundred sail of Greek vessels were loaded in the Archipelago and Euxine, with grain for Spain and Portugal: and as they took but very little of a return cargo, it is supposed that from Spain alone they carried, in that year, four millions and a half of dollars, and it is a fact ascertained, that in the course of three months they carried from the port of Malaga alone, in exchange for grain, to the amount of a million of dollars.

Nothing more strongly characterises the activity and preference of the Greeks, than the constancy with which they resist and overcome all the oppressive exactions and vexations to which they are subjected under the Turkish rule. The Porte is jealous of them, and with great justice, for they are miserably and cruelly oppressed. The heavy duties and fees exacted by the officers of the Turkish government, have no doubt retarded and deterred many from commerce; but the progress which they have made is the best proof that even subjected as they are, they are a great people, and form the materials ready prepared for a great nation.