WASHINGTON, September 4.

We extract the following from a paper published at Schiedam, dated June 5.

"On the 31st ult. an edict was passed by their high mightinesses, representing the Batavian republic, for the prohibition of trade with Great-Britain, and also for destroying all communication with that country by letter, &c. It is considered as one of the most rigid laws ever enacted on a similar occasion, and so cautiously worded as to set all evasion at defiance.

Article 1 repeals all former laws on the subject.

Art. 2 prohibits vessels from entering the ports of this republic, coming from G. Britain, or any other place under the civil or military jurisdiction of that country, whether having laden there in whole or in part.

Art. 3 declares all cargoes confiscated that shall be attempted to be introduced from that country by means of counterfeit or simulated ship papers.

Art. 4 obliges masters of neutral vessels, putting into port here by stress of weather, and having previously touched at any British port, and there in part or wholly discharged to repair, shall be held to give notice of such an event at the first guardship, although the same goods, without alteration or diminution, shall have been reladen which had been discharged for the purpose of repairing damages, in such British port. On the other hand, having taken in other goods of British produce, such part of the cargo only shall be confiscated, provided the captain voluntarily acknowledges to have such goods on board: concealing it, such goods not having belonged to the original cargo, the master or commander shall forfeit 1,000 guilders, levyable on the vessel.

Art. 5 points out the measures to be adopted in the case of neutral ships coming from Great-Britain, and putting in here in distress: these measures are perfectly calculated to prevent any innovation on this decree. And if merchandizes shall be found in such vessel so puting in, which, by the ship documents, do not appear to be neutral property, they are to be considered as the property of British subjects, and as such to be confiscated, without the admission of any reclaims; and this to be in force till the British government shall recognize the maxim—*Free ships, free merchandize.*

Art. 6. effectually cuts off all correspondence with England, except through the medium of this government: for all masters of ships, of the description before mentioned, or others arriving in ballast, having brought letters or parcels from Great Britain, or taken them on board at sea from other vessels, shall be held to deliver over all such letters and parcles to the military officer stationed in the roads or ports of this republic, on pain of forfeiting 1000 guilders, should it afterwards be proved, during their stay here, that they had not conformed to this regulation.

Art. 7 enacts, that all vessels, from whencesoever coming, shall be obliged to deliver up, at the first guard-ship, *all* their ship documents, without any exception whatever, or authentic copies of them: these papers, however, to be sealed up in the presence of the captain, if he require it, and to be transmitted to the commissary of the customs in the department under which the place of destination belongs. The master and mate to take the following oath, on delivering over such papers:—"We, the undersigned master & mate, declare, that with the vessel under our orders we have arrived from ——, and are bound for ——, and have no other proofs or documents on board relating to the cargo, than those which we have to-day delivered to the officers of the outer guard: nor any letters brought by us from any port or ports of Great-Britain, or taken over from any ship at sea, but such as have been faithfully and without reservation delivered up by us—*So truly help me God Almighty!*"

Art. 8 prohibits the importation of all British manufactured goods, either by water or land, on pain of confiscation. And persons to whom such goods are consigned with their previous knowledge, or who have aided or assisted in such importation, or had any share in it, shall moreover forfeit the sum of 1000 guilders: persons to whom goods are consigned may, however, exempt themselves from this fine by giving information of the expected arrival of such merchandize, 24 hours previous thereto, at the custom house nearest the place where such importation is to occur; provided, nevertheless, that no seizure has before been made. The attempt to introduce British manufactures in by-places, or at unseasonable hours, is to be punished with the confiscation of such goods, a fine of 1000 guilders, confinement, castigation, and even death, according to the shade of the crime, or the exigency of affairs; ships, schoots, carts, waggons, horses, beasts of burden, and every thing used in such clandestine transportation, to be confiscated.—Those introducing knowingly such manufactured goods under counterfeit appellations and packages, or provided with counterfeit declarations or certificates, shall, besides the canfiscation of such goods, pay the penalty of 1000 gilders, and be punished with confinement or banishment, as may be found expedient.

In art. 9 is enumerated the articles which are to be considered as British manufactures.

Art. 10 provides for the importat on of manufactured good, of the nature specified in art. 9, not being British; and by art. 11, offices are to be established for the clearance inward of such merchandize; and all merchandizes of this description, even if not actually British, are nevertheless to be considered as such, if imported through other channels than those to be regularly provided and to be confiscated accordingly.

Art. 12 says, that all navigation and trade direct from or out of this republic to any port or ports of Great-Britain, shall be and remain prohibited.

By art. 13 no military stores of any kind shall be exported from hence without the express approbation of the government; and that also no wheat, salted or pickled beef, or cheese, shall be exported to any port or ports situated on this side the Weser, without the same special approbation, and for each parcel separately.

Art. 14 treats of the condition under which passports are to be given for the exportation of the above-mentioned articles to neutral countries, also, rye, oats, beans, peas, barley, oatmeal, pork and butter.

Art. 15 treats further of the security given that the above-mentioned articles be actually exported to the places mentioned in the passports; the mere declaration of individuals or merchants before the magistrates not being considered sufficient, unless accompanied by the affirmation of such magistrates or other qualified persons, in default of other satisfactory proofs.

Art. 16 enacts, that no vessel whatever, either in ballast, or wholly or partly laden, shall depart from the ports or openings to the sea of this republic, without the previous concurrence of the commissary of the customs, under whose jurisdiction the place of sailing belongs; which act of concurrence is to be exhibited to the outer guard, where it shall be also signed, but not left.

Art. 17 enacts, that no master, passenger, nor none of the crew, shall convey or take in charge any letter or letters, parcels, or any thing else, destined for any port or place in Great-Britain, either to carry it there, or to put the same on board fishers' ships or vessels, on pain of a year's confinement in one of the houses of correction within this republic; the master, moreover, to forfeit 1000 guilders, if he be guilty of this act, or when it happens with his previous knowledge, for which sum the vessel may be taken in execution.

Art. 18 provides against the possibility of abuses when the landing of goods on the strand, or distant spots where no custom house officers are stationed, becomes necessary in consequence of sea damage or other casualties.

By art. 19 boundaries are to be established along the whole extent of this coast, beyond which all depots, magazines, &c. of merchandizes of whatever description, now standing, are to be emptied within 3 months, voluntarily, or else the civil and if necessary, the military power will be employed to convey such goods into the national warehouses, where they will be confiscated; these commercial boundaries, however, are to be no further than one hour's walk from the frontiers.

BY THIS DAY's MAILS.

BOSTON, August 30.

Arrived, sch'r Manchester, Hooper, 30 days from Lisbon. Left brig Three Brothers, Lathrop, of Cohasset; sailed in company with brig Hope, Leach, of Plymouth. Spoke, August 15, lat. 43, 33, long. 14, ship Shepherdess, 50 days from Petersburg, for N. York. August 22, lat. 42, long. 58, 20, schr. Juno, Hall, 6 days from Boston.

Same day, schr. Hannah, Jervis, 43 days from Rochelle. Left ship Sally, of Charleston, Hewes, to sail in about 30 days; brig Tryphena, of Philadelphia in 10. Spoke, August 23, lat. 42, 23, long. 53, ship Brothers, 45 days from Liverpool for Philadelphia. About 5 days after leaving Rochelle, saw a large ship on fire burnt nearly to the water's edge.

Same day the Swedish ship Pelee, Carlbom, in 104 days from the Isle of France, with sugar, coffee, &c. belonging to the Astrea, which was condemned at the Isle of France some time since, to F. Amory. Left ships Elizabeth, of Philadelphia; James, Campbell, for N. York, 20th May; Columbia, Dixon, for Philadelphia, ready for sea; Adventure, Morris, of Salem, to sail the 17th May for Calcutta. Ship Mary and Eliza, John White, of Salem, sailed April 20th, for Mocha. Spoke, August 16, lat. 29, 30, N. long. 60, sloop Lois, Wharton, for Barbados. August 21, lat. 31, 30, long. 60, brig Mount Vernon, 26 days from Cape-de-Verds for Rhode-Island.

August 31.

Arrived, the brig Diana, (of Providence) captain Simons, 40 days from Malaga, and 35 from Gibraltar. Sailed from Malaga, in co. with brig Washington, capt. Adams, from Boston, who had been taken some days before by a Spanish gun-boat, in the gut of Gibraltar, and sent to Malaga, where after 20 days detention was cleered by paying $1500 cost; she was formerly from Leghorn, capt. Simons left at Malaga, the ship Yorick, Robeteaux, for Boston, to sail in a few days: brig —, Williams, of Norfolk; and a schooner belonging to New-York.—Captain S. was taken soon after he left Malaga, by the English ship of war Martin, captain Savage, and sent into Gibraltar, and was immediately released; and left in Gibraltar Bay, the following vessels, several of which had been sent in by English ships of war and detained, as coming from Spanish blockaded ports and as having Spanish property on board, viz.

Ship Petuna, Chat, for Alexandria, from Cadiz, detaied; brig Hermon, Ash, of Boston, fr. do. cargo wine and salt, detained; brig Rover, Luce, of and fr. do. cargo do. detained; brig Betsy, Crondon, of N. Bedford, for New-York, from Cadiz, cargo do. and detained; schr. Maryland Mary, Hewett, from Norfolk; brig Alert, Rich, from Cadiz; ship Old Tom, of Portsmouth, from Norfolk, sent in leaky; Spanish Lady, Venneman, from Philadelphia; Gov. Sumner, Rogers, from Boston; ship Moses Myers, Briggs; ship Argus, Chamberlain, from Cadiz; brig Hector, Allen of Salem; ship Hare, of New-York, from Cadiz.—The ship Little Cherub, Bowdich, from Boston, for Leghorn, had passed Gibraltar; the brig Clio, of Philadelphia, from Malta, had sailed.—Spoke, Aug. 3, in lat. 35, long. 25, brig Bee, capt. Travers, 28 days out, for Alicant, all well.—August 16, brig Washington, Adams, last from Malaga for Boston.—Aug. 26, ship Medford, of Boston, 48 days from St. Petersburg, for New-York.

Captain Simons, on his outward bound passage, was from Norfolk, with a cargo of flour, bound to Gibraltar; but in that place was taken by several Spanish privateers, and sent into Algeziras, where he was detained 50 days and his cargo condemned. Capt. S. saw the orders of the privateers, which were to take and send in all American vessels of every description

Same day, schooner Sally Barker Windsor, captain Tredwell, in 33 days from St. Ubes. Left no American vessels. Spoke in lat. 38, 16 long. 22, 30, ship Aurora, Titcomb, of Newburyport, 31 days from Norfolk, for Cadiz. In lat. 43, 20, long. 49, 30, ship Washington, 13 days from New-York, for Liverpool, all well. Captain Tredwell, on the evening of the 22d August, lost overboard (his mate) Mr. Simeon Weston, of Duxbury.

September 1.

Arrived, the ship Alert, of Newburyport, captain Smith, 66 days from Russia, with *hemp*, &c. Sailed in co. with the Howard, arrived a few days since, and Rising States, for Charleston; Aurora, Allen, for Boston; Joseph, do.; ——, Sampson, Duxbury; Ann and Eliza, Providence. Spoke, July 25, lat. 59, 40, long. 10, ship Iris, for Salem. August 20, lat. 45, 50, long. 49, 30, brig Nancy, Giles, from Dublin, for New-York. 26th, in lat. 42, long. 60, ship William, Murdock, from London, for Philadelphia, who the day bespoke the ship Venus, Matchet, from Russia for Boston.

Same day, a new ship and a brig.

Performing quarantine, ship Hope, capt. Cooper, 26 days from Fort-Royal, (Mart.) Capt. Cooper left at Fort-Royal the same as reported by Glazier, published in our last; but reports the following at St. Pierres August 5—Bickford, Mudge, to sail in 10 days; brig Sampson, of Portland, to sail in all August. The Experiment, Westcoat, of Boston, sailed August 3, & returned the 4th, having lost her topmasts in Dominico Channel. Spoke, lat. 33, 39, long. 67, 26, schr. Adventure, 6 days from Alexandria, for Barbados. In lat. 40, long. 68, 30, brig Rebecca, 3 days from Boston, for Laguira.

From Plymouth, August 27.

Arrived, schr. Rover, Rogers, Bilboa, 47 days. Left the Philanthropist, Commerce, Rebecca, Hannah, Liberty, and Juan, of Marblehead, all ready for sea; Aurora, Bartlett, Plymouth; Washington, do. barque Obear, Salem. Sailed in co. schr. Abbey, of Salem, for Bordeaux. Spoke, off Bilboa, at anchor, *schr. Pelican, of Baltimore, for Bilboa.* At sea, schr. Lydia, 3 days from Cape-Ann, for Bilboa.

August 31.

The emancipation of our late captive brethern from the chains of Tripoline slavery, is said to have been accelerated by the success of an expedition projected and executed by WILLIAM EATON, esq. late consul of the United States at Tunis. He left America some time since, sanctioned by government, and with a small number of volunteers, collected in the Mediterranean, landed in Egypt, where he joined he expelled bashaw of Tripoli, then in exile there. His genius is said to have stimulated the ex-bashaw to raise a force to recover the throne of Tripoli; of which Mr. Eaton was appointed generalissimo. The reigning prince is said to have had a strong force at Derna, [*a post near the frontier of* Tripoli, *towards* Egypt, *and situated about* 600 *miles to the eastward of the city of* Tripoli; *but between which and* Derna *lies the desart of* Barca:] This force, it seems, was attacked by the troops under general Eaton: The event of the battle is not fully disclosed, though said to be in favor of the christian general, who had taken possession of Derna and Baquere: The consequence is said to have been an offer of peace by the reigning bashaw, and the conclusion of a treaty with him, by consul general Lear, who went from Malta to Tripoli, to negociate it; and by which our captive fellow-citizens, so long held in slavery, have been released, on terms which are stated to be highly honorable to the United States, but, we think, not without ransom, as a circumstance of that kind would not have been omitted in the first account. Whether with, or without ransom, the event is peculiarly grateful. It is added, that our naval force had not commenced operations against Tripoli, previous to the treaty.

The following additonal particulars are from the Salem Gazette of yesterday: That news of the peace reached Naples the 14th June: That dispatches from col. Lear, at Tripoli, had been received announcing it: And that the exiled bashaw had failed in recovering the government.

The sources whence the above accounts have been derived, are such as to warrant their authenticity; but it appears somewhat extraordinary, that three months should have elapsed since the date of com. Rogers's letter, announcing the treaty, and advice of so important an event should not have been received in the United States, by a public vessel, and should have been left to find its way through the uncertain conveyance of a private merchantmen; especially, as we have several fast-sailing vessels in the Mediterranean, which in the event of peace, will not be wanted there.

GENERAL EATON.

The public are anxious to learn some particulars of their countryman, who has recently acquired so much fame in Africa. We understand he is a native of the western part of this state, (Brimfield) and has a wife and family there, or in Vermont. He was educated on the savings of his pay as a soldier in the revolutionary army at Dartmouth college; and graduated about the year 1793. He was a captain in the United States service, at general St. Clair's defeat near the Miami, where he signalized his courage. President Washington appointed him consul to Tunis, where he discharged his duty with zeal and ability.—When the expelled bashaw of Tripoli, (Sadi Hamet Caramanei) applied to the United States, through commodore Morris, for assistance in recovering the throne usurped by his brother; and promising on his part, would the United States advance 50,000 dollars, 20,000 stand of arms, &c. and cooperate with their fleet, he would, if successful, make an advantageous peace with the United States—a correspondence on the subject passed between the secretary of state (Mr. Madison) and Mr. Eaton, who made known his project. The project was afterwards sanctioned by government; and Mr. Eaton commissioned to co-operate with the exiled bashaw. The consequence is now known.

From Lisbon.—Captain Hooper, arrived here yesterday, in 36 days from Lisbon, informs, that about 5 days before he sailed, a British frigate from lord Nelson's squadron arrived at Lisbon, and put dispatches on board a packet direct for England. The frigate then proceeded up the Mediterranean. Captain H. did not hear whether his lordship was going up the Mediterranean, nor where he was.

From Rochelle.—Captain Jarvis, arrived here yesterday, in 43 days from Rochelle, informs, that soon after leaving port, and while passing off Rochefort, he met a French squadron, consisting of 7 sail of heavy ships, coming out of the Roads, who bro't him to, and ordered him into the Roads, under the custody of a gun-brig—soon after he had come to anchor in the Roads, (the brig being about to execute some order at Britany passage) the wind favored his escape, and he sailed. He could not ascertain the exact force of the squadron, nor their destination.

A correspondent from Newport gives us the pleasing intelligence of the success of federalism at the late election of representatives. The town is now represented by six firm federal republicans, Messrs. Fowler, Tew, Sheldon, Hunter, Smith and Moore. The madness of party is passing away, and the people begin to distinguish their real friends from the noisy, hollow-hearted demagogues of the day.

September 2.

FROM GIBRALTAR.

Capt. Simmons, arrived here on Saturday in 35 days from Gibraltar, informs, that an official and detailed account of the negociation and peace with Tripoli, had been received at that place, and that he was promised a copy of the same, by the American consul; but being ready for sea, and a favorable breeze springing up, he left the place without it. He however understood, that the terms were an exchange of prisoners, and the gratuity from our government of 60,000 dollars.

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It was currently reported in town, on Saturday, that Mr. Bowdoin had not been accredited as minister of the United States to the court of Spain. On what authority the rumor was founded, we know not; but it is certain that letters have been received here, by some recent arrivals from Spain, stating, that he would not proceed to Madrid, but on the contrary, was actually preparing to take his passage for England, with his family and suite.

It is certain the heroic Eaton, with his ally, gained a victory over the troops of Tripoli, and were successful in taking possession of the strong fort of Derna. It is highly probable, therefore, that the reigning bashaw might, under such circumstances, be willing to grant peace to the United States on advantageous terms, for the purpose of withdrawing their support from his brother. But would the agents of the United States enter into such a peace without making provision for the claims of their powerful ally, by whose assistance it was obtained?

NEW-YORK, September 4.

The ship Ocean whose capture we noticed yesterday, was brought to and cleared by the Cleopatra; after which she was detained by the Cambrian, and ordered for Halifax, under convoy of the Indian sloop of war.

Arrived, the ship Hope, Ingall, 16 days from Havana. Left captain Duvall, just arrived from New-York; the Hope was very strictly searched by the Cleopatra. While the boarding officer was on board the Hope, the four men in her boat made their escape by rowing in shore.

The ship United States, Reid, in 66 days from St. Petersburgh, hemp, &c. August 10. spoke the brig Sophia, from New-York bound to Greenock. August 24, the ship Maria, from St. Petersburgh for Charleston. August 27, the ship Laura from Liverpool, for Philadelphia. Aug. 30 the brig Argus, from Salem, for Martinico, out 3 days.

The brig Eliza and Mary, Riley, in 9 from Charleston.

The schooner Volunteer, Morris, in 10 days from Halifax. Left at Halifax, the ship Amsterdam Packet, of Philadelphia, from Batavia; and sloop Nancy, of Stonington, both on trial. The British packet had arrived from New-York.

The Danish schr. Elizabeth, Banners, in 9 days from Halifax, the Elizabeth was from Curracoa, and both vessel and cargo condemned. Left ship Nancy of Boston from Havana, condemned; ship John, of New-York from New-Orleans condemned. Sailed in co. with the British Packet for Falmouth.

The sloop Maria Antoinette, Tiffany, in 36 days from Kingston, Jamaica. Carried into Jamaica on her passage from Laguira for Havana, and cleared by paying costs. Left the homeward bound convoy last Sunday week, in lat. 28. August 6, Cape Corenthians, bearing N. by E. half E. distant 3 leagues, spoke the schr. Commerce, Clark, of Boston, from Port Antonio, for New-York, 11 days out and in company with the fleet. August 10, in lat. 23, 53, N. and in company with the fleet, spoke a Bermudian brig capt. Lecraft, from Jamaica for New-York, who told us he had taken up a brig's crew, and put them on board the British ship of war Vanguard, the crew had belonged to the Padget, of Falmouth, which was cast away on the reef of Philip's point, south side of Cuba, laden with sugar and rum. August 17, in lat. 25, 19, N. in company with the fleet, the ship Favorite, from Montego Bay, for New-York. August 31, in lat. 22 44, N. in 17 fathoms water was boarded by the British frigate Cambrian, captain Beresford, and treated politely. August 21, in lat. 28, 40, parted with the *ship William & John, Woodhouse, for Baltimore.* The brig Padget, of and for Falmouth, with a valuable cargo, one of the fleet was lost on the Isle of Pines. Passengers in the Maria Antoinette, captains Spring, of Bedford, Sheerman, of Rhode-Island, and Mr. Bretton, of Jamaica.

Cleared, ship Brothers, Gault, Newry; Little William, Russell, Havana; *schooner Philip, Segar, Baltimore; sloop Anselmo, Ketchum, Baltimore.*

On Wednesday last the British frigate Cleopatra, at Sandy-Hook, captured and sent to Halifax, a Swedish ship from Barcelona, loaded with brandy—and a brig from Martinique, with sugars, both bound to this port.

The brig Georgia Packet, Cornwall; & brig Nancies, Crane, bound from New-York to St. Lucar and Cadiz, have been turned away and arrived safe at Malaga.

PHILADELPHIA, September 5.

HEALTH-OFFICE,

September 4, 1805.

CITY HOSPITAL REPORT.

Admitted last 24 hours, ending this day at 12 o'clock.

Margaret Archibald, Parram's alley, Southwark.

Barbara Myers, Front-st. below Queen-street.

Mary Franklin, infant daughter, ditto.

John Johnson, Penn-st, between South and Almond-streets.

Polly Van Heissel, corner of South and Water-streets.

Died since last report,

Margaret Hanson, 26 hours after admission.

Daniel Shubert, three hours after admission.

Mary Martin, six days ill previous to admission.

Discharged, cured,

Sarah Price.

Orloff, a Danish sailor.

Remaining in the hospital, 24, four of whom are convalescent.

SAM'L DUFFIELD, J. CHURCH, JOS. PARRISH, } *Res. Physicians.*

By order of the board,

EBENEZER FERGUSON, Pres't.
WM. BINDER, *Sec'y.*

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Health-Office, Sept. 4, 1805.

TO THE PUBLIC.

Since our last address, the malignant fever has made considerable progress in Southwark, but is still confined, with very few exceptions, between Second-street and the river, and between Almond and Christian-streets. Very few cases have appeared within the limits of the city, and those have been traced to intercourse with the infected part of Southwark.

Of these the following remain, viz. One below Chesnut-street, on the wharf—one in Pewter-Platter-alley—one in Front near Race-street—and one in Gaskill, near Second-street.

We therefore earnestly recommend to our fellow-citizens not only to avoid visiting the sick, but to avoid visiting or transacting any business in the neighborhood where the disease exists.

To prevent the danger from intercourse with the infected, the board are determined to use the most efficacious means; and they are persuaded that their fellow-citizens will aid them in the prosecution of measures, which have *their* preservation for their immediate object, and if supported by their co-operation, the board feel assured that they shall still be able, under divine favor, to retard the progress of the disease, and prevent it from becoming general, if not entirely suppress it.

By order of the Board,

EBENEZER FERGUSON, Pres't.
WM. BINDER, Sec'y.