

American vessels had been declared exempt from that part of the decree of the 9th May, which authorized the seizing of vessels going to an enemy's port with provisions, by the decree of the National Convention of the 28th July 1793.

On the appearance of the decree of the 9th of May, the American minister at Paris remonstrated against it, as a violation of the treaty of commerce between France and the United States. In consequence thereof, the convention, by a decree of the 23d of the same month, declare, "that the vessels of the United States are not comprehended in the regulation of the 9th of May." M. Le Brun, the minister for foreign affairs, on the 26th of May, communicated this second decree to our minister, accompanying it with these words, "You will there find a new confirmation of the principles from which the French people will never depart, with regard to their good friends and allies the people of the United States of America. Yet two days only had elapsed, before those principles were departed from; on the 28th of May, the convention repealed their decree of the 23d. The owners of a French privateer that had captured a very rich American ship, the Laurens, found means to effect the repeal, to enable them to keep hold of their prize. They had even the apparent hardiness to say before hand that the decree of the 23d would be repealed.

The American minister again complained. So on the 1st of July, the convention passed a fourth decree, again declaring, "That the vessels of the United States are not comprised in the regulations of the decree of the ninth of May; conformably to the sixteenth [it should be called the twenty-third] article of the treaty concluded the 6th of February, 1778." The new minister for foreign affairs, M. Desforgues, accompanies this new decree of July 1st, with the following expression: "I am very happy in being able to give you this new proof of the fraternal sentiments of the French people for their allies, and of their determination to maintain to the utmost of their power the treaties subsisting between the two Republics;" yet this decree proved as unstable as the former; on the 27th of July it was repealed.

The next decree on this subject was that of the joint committee of the 15th of November, 1794, already mentioned. Then followed the decree of the committee of public safety of the 4th of January, 1795 (14 Nivose, 3d year) repealing the 5th article in the decree of the 15th November preceding, and in effect the articles in the original decree of the 9th of May, 1793, by which the treaty with the United States had been infringed. It is not necessary for the Secretary to add, that the decree of the 4th January, 1795, has been repealed by the decree of the Executive Directory of the 2d of July, 1796, under colour of which are committed the shocking depredations on the commerce of the United States which are daily exhibited in the newspapers. The agents of the Executive Directory to the leeward islands (Leblanc, Sonthonax, and Raimond) on the 27th of November passed a decree, marked C. C.) for capturing all American vessels bound to or from British ports. The secretary presumes this is not an arbitrary, unauthorized act of their own, but that it is conformable to the intentions of the executive directory; the privateers of the French republic in Europe, having captured some American vessels on the same pretence; and the consul of the republic at Cadiz having explicitly avowed his determination to condemn American vessels on that ground, pleading the decree of the Directory for his authority.

The secretary has already intimated that the decree of the 15th November 1794, was not followed by the extensively good effects expected from it. By a communication from Mr. Skipwith, of the 10th of last September (the latest communication from him, in answer to the secretary's request for information) it appears that the claims for detention of 103 American vessels by the embargo at Bourdeaux remained undetermined; no funds having been appropriated for the payment of them; and that none of the bills drawn by the colonial administration in the West Indies had been paid to him; the treasury having tendered payment in assignats at their nominal value, and afterwards in another species of paper, called mandats, which had suffered a great depreciation even before they were put into circulation; both of which modes of payment were refused to be accepted. The progress made by Mr. Skipwith in the adjustment of other claims, so far as known to the secretary, will appear in the annexed statement [D.] copies of which were transmitted ten months ago to the officers of the principal collectors of the customs, from the department of state, for the information of our mercantile citizens.

That nothing might be left undone which could be accomplished by the executive, the attention of Gen. Pinckney, the present minister of the United States to France, was particularly directed to the subject of these claims; but the interval which has elapsed since his departure, has not admitted of any interesting communication from him on this business.

In connection with other spoliations by French armed vessels, the secretary intended to mention those committed under a decree, dated the first of August 1796, issued by Victor Hugues and Lebas, the special agents of the executive directory to the windward islands, declaring all vessels loaded with contraband articles of any kind, liable to seizure and confiscation with their entire cargoes; without making any discrimination in favour of those which might be bound to neutral, or even to French ports. This decree has been enforced against the American trade without any regard to the established forms of legal proceedings, as will appear from the annexed deposition [E] of Josiah Hemphield, master of the brigantine Patty of Weatherfield, a copy of the decree marked [F] is also annexed.

The secretary has received a printed copy of another decree of the same special agents to the windward islands, dated the 13th Pluviose, 5th year, answering to February 1st, 1797, authorizing the capture of all neutral vessels destined to any of the windward or leeward Islands, in America, which have been delivered up to the English, and

occupied or defended by emigrants, naming Martynique, St. Lucie, Tobago, Dematara, Berbice, and Esequibo; and to leeward, Port-au-Prince, St. Marc, L'Archeve, and Jeremie; declaring such vessels and their cargoes to be good prize, as well as all vessels cleared out VAGUELY for the West Indies, a copy of this last decree, will be added to this report as soon as it shall be translated. All which is respectfully submitted.

TIMOTHY PICKERING.
Department of State,
Feb. 27, 1797.

- THE APPENDIX.
- [A] Copy of a decree of the National Convention 9th May 1793.
 - [B] A letter and report of Mr. Skipwith, American Consul, on vessels captured.
 - [C] Extract from French decrees of 15th Nov. 1794.
 - [CC] Extract from the resolves of the French Commission at the Leeward Islands of 27th Nov. 1796.
 - [D] A list of 170 claims, 49 of which were settled with the French Republic and the remainder pending.
A second list of claims on 103 vessels, detained by embargo at Bourdeaux; these dated 20th Nov. 1795, and signed by Mr. Skipwith.
 - [E] An affidavit of the commander of the brigantine Patty.
 - [F] A Placard of Victor Hugues, ordering the capture of horses contraband.

Gazette of the United States, AND Philadelphia Daily Advertiser.

PHILADELPHIA, MARCH 3.

A meeting of the Philosophical Society will be held this evening, at their Hall, in Fifth-street.

With this day, the illustrious Washington closes his Political Career.—Every Friend to his country will, on the occasion, adopt the energetic language of inspiration, and say,

"WELL DONE, THOU GOOD AND FAITHFUL SERVANT."

As up the Hill of Life, Time led him on,
Fame blew her Trump, and Hope illum'd the day:
From the bright Summit, half the Victory won,
A Splendid Course of Glory stop'd the Way.

Now, all his labors past—the best reward,
A Country fav'd, united shout his praise;
In Vernon's Groves the blest Retreat's prepar'd,
Where Conscious Virtue gilds Life's setting Rays.

FROM EAST-INDIA PAPERS.

MADRAS, Aug. 21.
Arrived, his majesty's ship the Carysfort, hon. captain Murray, from the Southward, with the French National schooner, Le Lefure, of 20 guns, 9 and 6 pounders, and 100 men.

The Carysfort fell in with Le Lefure off Negapatam, on the 19th instant, and captured her after a chase of nearly three hours, during which the schooner threw all her carriage-guns overboard, two excepted.
The Lefure sailed from the Isle of France on the 23d ultimo, in company with six frigates, mounting from 40 to 50 guns each, and two corvettes. Four of the frigates were a part of the squadron which lately sailed from France; and which, whilst stationed off the Cape, had captured the Mentor, and a whaler from England. The Lefure parted from the French squadron between Dunder Head and the Baffles: her object was evidently to obtain intelligence, and which might have been productive of the most fatal consequences to the British commerce, had not captain Murray defeated the intention of the enemy.

The Lefure is a very beautiful vessel, American built, and has on board stores and provisions for six months.
The Carysfort, after having brought her prize into the roads, immediately sailed in quest of the Indians lately dispatched from this place, which she was fortunate enough to find, and advice of the approach of the enemy's frigates: the Indians instantly put about, but being unable to regain the roads, after an ineffectual attempt they bore away before the wind for Bengal.

FROM THE CALCUTTA MONTHLY JOURNAL.

CALCUTTA, September 24.
The American ship Eliza arrived in the river from the coast, the 9th inst. She left Madras roads the 27th ult. When the Eliza sailed from Madras, the enemy's ships were hourly expected to make their appearance; and the shipping in the roads had hauled in there, to have the protection of the guns of the Fort.

Arrived, American ship Neptune, from Madras.
Several American vessels have arrived here from different ports, in the course of this month, but none of them have brought any particular intelligence, except one from the Isle of France, which brings accounts of the French frigate La Preneuve, having returned to the island from a cruise in the Straits of Sunda, with a very valuable prize, a Portuguese ship, which she had captured in those straits. She is called the St. Joseph de Belafaire, sailed from Lisbon the 28th of March, bound to China, and had on board 215,000 dollars in specie, besides a valuable cargo.
The French squadron, during the passage from Europe to the Mauritius, captured the Montrose, rice-ship, the Arabia, laden with bales, for Lisbon, a South Whaler, and the Eliza, an American vessel, freighted with Dutch property, off the Cape.

The once celebrated Bark ENDEAVOUR, in which Captain COOK performed his First Voyage round the World, near thirty years ago, now lies to be broken up in Mr. Grignon's Dock, near Chandpaul Ghaut.

LIST OF THE FRENCH SQUADRON

Which engaged his majesty's ship Victorious, of 74 guns, on the Coromandel coast, the 9th of September.

La Force,	54 guns
La Cybele,	44
Le Victor,	44
La Seine,	44
La Prudente,	40
La Regenerée,	40

La Lefure, a corvette of 20 guns, captured by his majesty's ship Carysfort, of 28 guns, belonged also to this squadron.

October 7.
Last week, the ship Marquis Cornwallis, Captain Hogan, arrived in the river, from New South-Wales:—she sailed from Port Jackson on the 16th May.

The Cornwallis brings very pleasing accounts from the Colony at Port Jackson.—Provisions of all sorts were in abundance.—The agricultural exertions of the settlers had been successful, even be-

yond the sanguine expectations that had been indulged. And such was the progression of industry in this line, that the necessity of further importations of grain was entirely superseded.

Mr. Muir, one of the four Scottish exiles whose fate was so much a subject of conversation about two years ago, had left New South Wales. He had taken his passage in a vessel bound to the North West Coast of America, from whence it was supposed he intended to pass over to the territory of the United States. It is not understood that Mr. Muir had clandestinely left the colony. His conduct while there was such as to conciliate universal esteem.

Mr. Margarot and Mr. Skirving, both died at New South Wales. They also had been distinguished for a very exemplary behaviour.

Mr. Palmer alone, of the Scotch judgments, survived at the Colony of Rose Hill.

By this day's Mails.

NEW YORK, March 2.
The death of Governor Campbell, of Bermuda, is confirmed; and so is that of the Empress of Russia.

The prisoners confined in the jail of this city return their grateful thanks to Mr. De la Croix, for his generous donation of a pastry dinner, on the 26th of last month, which enabled near one hundred and eighty persons to celebrate, with decent festivity, the auspicious birth day of the illustrious Washington.

NEW YORK, March 2.

ARRIVED.
Brig James, Watson, — St Thomas, 19
Sloop Romeo, Baker, — Charleston, 7
The Ruby, from London to Charleston was taken by a French privateer, in lat. 23, and ordered for St. Domingo; but Capt. Smith and his crew rose on the prize master, and brought the vessel into Charleston.

ANTIGUA, Jan. 24.

On Thursday morning the 13th Nov. the Portland Packet sailed from Dominica, for Antigua, in company with the Neptune brig, and Atalanta schooner. On Friday the 14th, fell in with and spoke his majesty's ship Lapwing, in company with the Mermaid and Laurel frigates; as it was quite calm, and but little appearance of a breeze, captain Taylor went on board the Lapwing to request she would convey us clear of Guadalupe, being then within six leagues of Basseterre, and having much reason to apprehend that some of the French privateers might come out, and availing themselves of the calm, attack the packet;—the captain of the Lapwing told him, he could not consistently with his orders, convey or grant us either of the other frigates for that purpose, but that he would keep between us and the land, by way of protection, at the same time he informed us, that there were then in Basseterre, three large frigates, two corvettes, a brig, cutter, and several privateers—the next day we found ourselves within about four leagues of Basseterre, and not one of the frigates or any other cruiser in sight.—The enemy did not, however, to our surprise, send out any thing against us. On Sunday the 16th inst. saw a large ship close in with the haul, under which we were still becalmed, and at the same time saw a strange sail bearing down on the Atalanta schooner, which proved to be a French privateer, full of men, and would certainly have taken the schooner, had not the large ship under the land hove in sight, upon which we immediately bore away—a light breeze springing up, the ship which we then perceived was evidently a ship of war gave us chase, shewed no colours, and about 8 o'clock at night came up with, and fired a shot at us, upon which we directly hove to and hoisted our flag—the then yawed up close on our bow, and fired several shot at us, through our rigging and our fore-top-sail, upon which we instantly hauled down our colours, and she sent her boat on board, when to our great astonishment we found it was his Majesty's ship Thunderer, instead of an enemy, as we had every reason to suppose.

Upon his demanding why we did not hoist the packet signal, Capt. Taylor informed him that the captain of the Lapwing had particularly cautioned him against doing so under the land, as the signals were well known to the French on shore, besides that he had supposed from his coming out so close from under the land, and shewing no colours, that he was one of the French ships of war. The next day about three o'clock in the afternoon, being then becalmed about three leagues off the north end of Guadalupe, and no English cruiser whatever in sight, we descried a schooner coming out from the land, and bearing down fast upon us,—by 6 o'clock she had neared us so much, as to enable us to discover that she was full of men, and had about 30 sweeps out—a light breeze springing up, we tacked and bore away towards Montserrat, to get rid of the shore, and she still followed, every now and then edging down towards us to reconnoitre, and so on during the whole night.

On Tuesday morning the 18th, at day light, being then about 6 leagues from Montserrat, the schooner that had been watching us all night, edged down gradually upon us, and captain Taylor then evidently perceived that she was a large French privateer, got all ready for action, requesting the gentlemen passengers on board, who acted as marines on the quarter deck, and the men to conceal themselves, in order that she might not observe our force until she came along side—about 7 o'clock, she being then within a musket shot upon our starboard quarter, we hoisted our colours and gave her a gun, upon which she hoisted the national and the bloody flags on her main, and gave us a broadside; after exchanging a few more shot from the great guns, she resolutely bore down, and hauling up close under our stern, laid herself on our larboard quarter, and made a most desperate attempt to board; we instantly lashed her bowsprit to our main shrouds, and secured her fore rigging to our mizen, and a steady and well directed fire of musquetry was opened upon them, while they were attempting to force themselves into the quarter gallery and cabin windows, and up the netting. In this situation, locked together for about 30 minutes, every effort was made with the utmost determination on both sides, they

even throwing their pistols, after firing them, at our heads, and pelting us with round shot. Fortunately we being covered by our quarters, and they being entirely exposed, gave us the most decisive advantage, inasmuch that her deck was strewn from stem to stern with the bodies of their killed and wounded, when they struck their colours, which was done at the instant we were slipping down the sides to board her. Upon taking possession of her, she proved to be the Temeraire, of Guadalupe, a fine Virginia built vessel, mounting six carriage guns, quite new, and in all respects completely provided and equipped—she was commanded by one Piere Toulon, and had on board 68 fighting men, out of which 11 were killed, and 29 wounded, the greater part mortally; she was reckoned by far the fastest sailer from Guadalupe, and would certainly have got away with the greatest ease, had not the precaution, at first taken, of securing her, prevented her so doing—on our part it is with the most poignant grief, we have to relate the death of Capt. Taylor, and Mr. Samuel Cunningham of St. Vincent's, who were the only two killed in the action—the captain received, in the very moment of victory, a musket ball thro' the heart while exhorting to conquest, and exhibiting himself the foremost and most heroic example—strange likewise to tell, we have but two wounded, one of whom was capt. Maxwell of the 93d regiment, slightly on the knee. We have carried her into Montserrat, where it is needless to add, that the utmost attention and humanity were shewn to the wounded, and the bodies of our dead interred with suitable honours.

The gentlemen, passengers on board, were capt. Johnstone, of the 3d Buffs, Rainey, of the 46th, Touin, of the 48th, and Maxwell of the 93d regiments Mr. Ingram, of Martinique, messrs. Keane, Jackson and Cunningham, of St. Vincent, bound to England. Messrs. Olborn, Furnace and Silk of Antigua. Doctors Green and Ludlow, and Mr. Boyd, of Martinique, island passengers. It certainly was a lucky circumstance for the packet, that they were so numerous, as the brunt of the action chiefly fell upon them, from their station on the quarter deck; the seamen at their quarters, being unable to use their great guns, and but few of them having small arms; they however on this, as they have ever on all other similar occasions had their share of merit, making use of the only arms they had, their boarding pikes where they could reach, and with the true Cornish spirit, pelting the ammunition which they could not fire, at the heads of their antagonists.

By the mail boat Fanny Barton, capt. Tapper, arrived on Saturday last, we learn that the Caribs of St. Vincent's, have all surrendered to the number of about 3500 of all descriptions, but that they were dying of a raging dysentery, 30 or 40 of 3 day.

CHARLESTON, February 18.

A number of loaded ships, destined for foreign ports, have been detained here a long time, and are still detained for the want of sea letters. A mercantile correspondent, who feels himself materially interested, is somewhat astonished at the calmness with which the worthy and very attentive federal officers of this port suffer the odium of this neglect to rest upon themselves. It cannot certainly be owing to a want of vigilance and foresight in these officers; but the blame will undoubtedly continue to fall upon them, until they do themselves the justice to point out the department from whose neglect the grievance arises. One would suppose that the merchants of the United States were sufficiently embarrassed by the measures of foreign governments, without being forced to submit to an evil of such magnitude thro' the neglect of the officers of their own.

Philadelphia, March 3.

By a document, laid before Congress yesterday, it appears that returns from the Officers required by law to state the number of seamen registered, and impressed by the belligerent powers, have been comparatively few, and imperfect; the following is an abstract of the numbers impressed so far as yet known officially.

- 16 who are called citizens of the United States.
 - 8 citizens of Massachusetts.
 - 6 ditto - Rhode Island.
 - 2 ditto - New-York.
 - 4 ditto - Pennsylvania.
 - 2 ditto - Delaware.
 - 3 ditto - Maryland.
 - 1 ditto - Virginia.
- Citizens 47
- 12 British subjects.
 - 36 Foreigners, of other countries than Great Britain.
 - 27 whose country is unknown.
- In all 107 exclusive of 34 Irish passengers.

ARRIVED.

Schr. Telegraph Venneman Curracoa. 21 days, Capt. Venneman of the schooner Telegraph, sailed from Curracoa Feb. 6th. and left there the following vessels.

- Ship Mary of New York, arrived Feb. 4th.
- Brig Mary Ditto Ditto 2nd.
- Schr. Crajus Campbell Ditto ready for sea.
- Louisa Tucker Ditto.
- Name unknown Ditto.
- Brig Betty of Charleston to sail for the Havannah.

Feb. 12th Spoke the Brig two sisters Watts, from New York to Jamaica; the Capt. and Crew of the sloop Hope, belonging to Philadelphia were on board the Brig—Which was cast away three days before on Henega, the wind blew very fresh, which prevented Capt. Venneman from learning the particulars.—The Telegraph was brought to in Crooked Island Passage by a French privateer, who after examining her papers, dismissed her.

A Woman Cook,
WHO can be well recommended, may hear of a good place by enquiring of the Printer,
February 17. TTB39w.