

of the U. States or British vessels, and the same duties shall be paid on the importation into the ports of any of his Britannic majesty's territories in Europe of any articles the growth, produce or manufacture of the U. States, whether such importation shall be in British vessels, or in vessels of the U. States.

The same duties shall be paid, and the same bounties allowed on the exportation of any articles, the growth, produce or manufacture of his B. M. territories in Europe to the U. States, whether such exportation shall be in vessels of the U. S. or in British vessels; and the same duties shall be paid, and the same bounties allowed, on the exportation of any articles the growth, produce or manufacture of the U. S. to his B. M. territories in Europe, whether such exportation shall be in British vessels, or in vessels of the U. States.

It is further agreed, that in all cases where drawbacks are or may be allowed upon the re-exportation of any goods the growth, produce or manufacture of either country respectively, the amount of the said drawback shall be the same, whether the said goods shall have been originally imported in a British or American vessel; but when such re-exportation shall take place from the U. States in a British vessel, or from the territories of his B. M. in Europe in an American vessel, to any other foreign nation, the two contracting parties reserve to themselves, respectively, the right of regulating or diminishing, in such case, the amount of the said drawback.

The interests between the U. S. and his B. M. possessions in the West Indies, and in the continent of N. America, shall not be affected by any of the provisions of this article, but each party shall remain in the complete possession of its rights, with respect to such an inter-relation.

Art. III. His B. M. agrees that the vessels of the U. S. of America, shall be admitted and hospitably received at the principal settlements of the British dominions in the East Indies, to wit:

Calcutta, Madras, Bombay, and Prince of Wales' Island, and that the citizens of the said U. S. may freely carry on trade between the said principal settlements and the said U. S. in all articles of which the importation and exportation, respectively, to and from the said territories shall not be entirely prohibited; provided only, that it shall not be lawful for them in any time of war, between the British government and any state or power whatever, to export from the said territories, without the special permission of the British government, any military stores or naval stores, or rice. The citizens of the U. S. shall pay for their vessels, when admitted, no higher, or other duty or charge than shall be payable on the vessels of the most favored European nation and they shall pay no higher or other duties or charges on the importation or exportation of the cargoes of the said vessels, than shall be paid on the same articles when imported or exported in the vessels of the most favored European nations.

But it is expressly agreed, that the vessels of the U. S. shall not carry any articles from the said principal settlements to any port or place, except to some port or place in the U. States of America, where the same shall be sold.

It is also understood, that the permission granted by this article, is not to extend to allow the vessels of the U. S. to carry on any part of the coasting trade of the said British territories, but the vessels of the U. States having, in the said colonies, proceeded to one of the principal settlements of the British dominions in the E. Indies, and then go on with their original cargoes, or part thereof from one of the said principal settlements to another, shall not be considered as carrying on the coasting trade. The vessels of the U. S. may still touch for re-fuelment, but not for commerce, in the course of their voyage to or from the British territories in India, or to or from the dominions of the emperor of China, or the Cape of Good Hope, the island of St. Helena, or such other places as may be in the possession of G. Britain in the Africa or India seas, it being well understood that in all that regards this article, the citizens of the U. S. shall be subject in all respects to the laws and regulations of the British government from time to time established.

Art. IV. It shall be free, for each of the two contracting parties, respectively to appoint consuls, for the protection of trade to reside in the dominions and territories of the other party, but before any consul shall act as such, he shall in the usual form be approved and admitted by the government to which he is sent, and it is hereby declared, that in case of illegal or improper conduct towards the laws or government of the country to which he is sent, such consul may either be punished according to law, if the laws will reach the case, or be

sent back, the offended government assigning to the other the reasons for the same.

It is hereby declared that either of the contracting parties may except from the residence of consuls such particular places as such party shall judge fit to be so exposed.

Art. V. This convention, when the same shall have been duly ratified by the president of the U. States, by and with the advice and consent of their senate, and by his Britannic majesty, and the respective ratifications mutually exchanged, shall be binding and obligatory on the said United States and his majesty for four years from the date of its signature, and the ratifications shall be exchanged in six months from this time or sooner if possible.

Done at London, this 3d day of July, in the year of our Lord 1815.

JOHN Q. ADAMS,

H. CLAY,

ALBERT GALLATIN,

FRED. J. ROBINSON,

H. GHULBURN,

W. ADAMS.

Now, therefore, be it known, that I James Madison, president of the U. States of America, having seen and considered the foregoing convention, have by and with the advice and consent of the senate, accepted, ratified and confirmed the same, and every clause and article thereof, subject to the exception contained in a declaration made by the authority of his Britannic majesty on the 24th day of November last, a copy of which declaration is hereunto annexed.

In testimony whereof, I have caused the seal of the United States to be hereunto affixed, and have signed the same L.S. with my hand. Done at the city of Washington, this 22d day of December A. D. 1815, and of the Independence of the U. States the fortieth.

JAMES MADISON.

By the President,

JAS. MONROE,

Secretary.

DECLARATION.

The undersigned, his Britannic majesty's chargé d'affairs in the U. States of America, is commanded by his royal highness the prince regent, acting in the name and on the behalf of his majesty, to explain and declare, upon the exchange of the ratifications of the convention concluded at London on the third of July, of the present year, for regulating the commerce and navigation between the two countries, that in consequence of events which happened in Europe subsequent to the signature of the convention aforesaid, it has been expedient and determined in conjunction with the Allied sovereigns, that St. Helena shall be the place allotted for the future residence of general Nap. Bonaparte, under such regulations as may be necessary for the perfect security of his person; and it has been resolved, for that purpose, that all shipping and vessels whatever, as well British Ships and vessels as others, excepting only ships belonging to the East India company, shall be excluded from all communication with, or approach to that island.

It has, therefore, become impossible to comply with the first article of the said convention to the injury of touching for re-fuelment at the island of St. Helena, and the ratifications of the said treaty will be exchanged under the explicit declaration and understanding, that the vessels of the U. States cannot be allowed to touch at, or hold any communication whatever with the said island, failing as the said island continues to be the place of residence of said Nap. Bonaparte.

(Signed) Anthony St. John Baker.

Washington, Nov. 24, 1815.

Smuggling on a great scale.

Last week French goods to the amount of about one hundred thousand dollars were seized at the Custom House, in this city, and we understand are discovered to be bon prize beyond all controversy. They were shipped from a port in France, direct to this port, on French account; indeed the owner or part owner came in the ship with them. It turned out, on opening the boxes, and comparing their contents with the entries at the Custom House, they did not exactly tally, but fell short about one third.

E. Post.

GEORGIA SUGAR.

Milledgeville, Geo. Nov. 29.

We have seen a sample of the Sugar made by Colonel McCormick; it is equal in quality with any heretofore made in this state; we have no hesitancy in saying, the Georgia sugar, will in a very short time be infinitely superior to the imported.—Much is due to a few individuals for introducing the culture of the cane in our state, and at their own expence and risque, put in operation the requisite works for making this necessary of life. The time is not far distant, when Georgia will no longer be dependant on a foreign market for a regular supply of sugar, but will be enabled to have it for exportation. From the experiments already made, it is evident the climate of Georgia is well adapted to the culture of the sugar Cane, and offers to the industrious planter an opportunity of making a sufficiency of the necessary for his family use, and thereby lessen his expence.

Steam Engine.

The engine used in the Steam Boats at the southward are generally of the same construction as those of Watt & Bolton, of Birmingham, and are very massive and costly. The engines of Oliver Evans make are most compact, light and active, and be equally powerful; as those at the Providence Woolen Factory and Rhode Island Coal mine demonstrate. But a more recent invention or improvement of the Steam Engine promises to be of extensive advantage. Mr. Morey, of N. Hampshire, after many years of experiment, lately obtained a patent for his rotatory engine; by which the power is communicated more directly to the object, the ballance wheel dispensed with, and the only valve used is that which lets the steam from the boiler to the cylinder or cylinders, as it may work with one or two. This kind of Engine may be of any size, & adapted to any purpose, from that of turning a lathe to that of driving mill stones, factories or passage boats, & will be less expensive than other kinds.

Bost. Pal.

Kingston (Jain.) Nov. 3.

By a passenger arrived on Tuesday from Curacon in the Fortunatus, we have received a circumstantial detail of the actual situation of Venezuela, which is certainly any thing rather than being favorable to the cause of Ferdinand the 7th.

Maturin Guyra, and all

the Savannas of Cumana and Barcelona, are in the entire possession of the independents and it is presumed on good grounds, that the Island of Margarita has likewise dissolved the unnatural connection.

In the west of Venezuela, Gen. Urdaneta at the head of an army from Grenada, has possessed himself of the provinces of Merito, Truxillo & Barinas, after a most brilliant career, terminating in a decisive action fought at Les Piedras in which battle the Spanish Gen. Calzada was killed. A spirit of discontent prevails in Coro, Mareybo, and even Sio de l'Heache.

An American vessel, with 1800 barrels flour, left Curacon nine days ago, for Cartagena.

Through the same channel we are made acquainted with an insurrection in Quito, the natural result of the battle fought in Popayan, and forces of the independent Buenos Ayres at Lima, whose capital was known to be threatened and must by this time have fallen.

Buenos Ayres.

Our accounts from Buenos Ayres are highly satisfactory. Royalty and toryism seem quite under foot—let them remain so! The republicans have established a mint at Potosi, and the coinage of the present year is expected to be considerable. The Royalists from Lima, under Don Juan Ramírez, have been completely defeated—Ramírez, with several others high in command, being killed—the loss is said to be irreparable to the Spaniards. They were about sending assistance to the republicans of Chili. Their admiral Brown has a fleet of 23 vessels—his flag ship carries 42 guns. Buenos Ayres is defended by 200 pieces of cannon, in 3 lines, well manned. At a review on the 15 of June, 13,000 men under arms. The commanders of 45 neighboring districts report 137,000 men ready for service at the first moment—they are chiefly provided with horses to move with the greatest facility. Wagons are collected and 2,200 oxen in readiness to draw them, besides 1,900 horses. These things were provided for the expedition from Spain which has, however enough to do at Cartagena. There is also a good hope that Peru will entirely shake off her dependence on Spain.

Cartagena. The whole force in the neighborhood of this important place, appears to have frittered almost to