



It has been Resolved, that all Advertisements which appear under the Signature of the Secretary to Government, or of any other Officers of Government properly authorised to publish them in the BOMBAY COURIER, are meant, and must be deemed to convey official Notification of the Board's Orders and Regulations, in the same manner as if they were particularly specified to any Servant of the COMPANY, or others to whom such Orders and Resolutions have a Reference.

BOMBAY CASTLE, 21st SEPTEMBER, 1792.

JOHN MORRIS, SECRETARY.

**Government Advertisement.**

THE Right Hon'ble the Governor in Council, is pleased to publish for general information, the following Bill intituled an Act to make further Regulations for the Registry of Ships built in India, which received the Royal assent on the 28th of June last.

**A BILL**

INTITULED

**An Act to make further Regulations for the Registry of Ships built in India.**

[Note.—The Figures in the Margin denote the Number of Presses in the Ingressment.]

WHEREAS, an Act passed in the Twenty-sixth Year of the Reign of His present Majesty, intituled *An Act for the further Increase and Encouragement of Shipping and Navigation*: And whereas another Act passed in the Twenty-seventh Year of the Reign of His present Majesty, intituled *An Act to enforce and render more effectual several Acts passed in the Twelfth Year of the Reign of King Charles the Second, and other Acts, made for the Increase and Encouragement of Shipping and Navigation*: And whereas another Act passed in the Thirty-fourth Year of the Reign of His present Majesty, intituled *An Act for the further encouragement of British Mariners, and for other Purposes therein mentioned*: And whereas it is necessary to make further Provisions for the Execution of the Provisions of the said Act, in the Territories under the Government of The East India Company, and other Territories belonging to His Majesty, within the Limits of the Charter of the said Company; be it therefore enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That from and after the passing of this Act it shall be lawful for any Collector of Duties payable at any Port to the East India Company, or other Person of the Rank in the said Company's Service of Senior Merchant, or of Six Years standing in the Service, being respectively appointed to act in the Execution of this Act by any of the Governments of the said East India Company in India, in any Ports in which there shall be no Collector and Comptroller of His Majesty's Revenue of Customs, to register, and grant Certificates of the Registry of all Ships and Vessels built in any Territories, Countries, Islands or Places, under the Government of the East India Company, or belonging to His Majesty, within the Limits of the Charter of the said Company, and belonging to such Ports respectively, which are by the Provisions of the said recited Act, or any of them, required and

Collector of Duties at any Port in the East Indies, to register and certify Ships in Ports where there is no Collector or Comptroller of the Customs.

entitled to be registered; and all such Officers and Persons respectively are hereby authorized and required to do every Act, Matter, and Thing, in relation to such Registers and Certificates, and as to all Transfers of Property of such Ships and Vessels, and all other British registered Ships, in the said Acts required to be done by any Officers respectively of His Majesty's Revenue of Customs in Great Britain; and the said Governments of the East India Company, and all Governors and Lieutenant-Governors of any Territories, Islands and Places, belonging to His Majesty, within the Limits of the Charter of the said Company, are hereby authorized and empowered to do all Acts, Matters, and Things, and make all such Orders in relation to the Registry of any such Ships or Vessels, and as to the Periods within which Ships built before the passing of this Act may be registered, and the Ports at which any such Ships or Vessels may be registered, and as to all Matters and Things relating thereto, and to any Transfers of Property in any such Ships or Vessels, as any Commissioners of His Majesty's Customs are by the said Acts or any of them authorized or empowered to do in relation to Ships and Vessels built before or after the passing of the said Act of the Twenty-sixth Year aforesaid; and all Powers and Authorities given in the said Acts to the Commissioners of His Majesty's Customs, or any Officers of the Revenue of Customs in Great Britain respectively, in relation to the Registering of Ships and Vessels, as to any Act, Matter, or Thing, relating thereto, or as to any Penalties or Forfeitures, or the Application hereof, and as to the seizing of any Ships or Vessels as forfeited under the said Acts for want of Certificates of Registry, shall be used, exercised, applied, enforced, and put in Execution, in relation to all Ships and Vessels built in any Territories, Countries, Islands or Places, under the Government of the said East India Company, or belonging to His Majesty within the Limits of the Charter of the said Company, either before or after the passing of this Act, and required and entitled to be registered under the Provisions of the said recited Acts, as fully and effectually as if the same were repeated and re-enacted in this Act; and all such Ships and Vessels shall, when so registered, be deemed and taken to be British built Ships, registered under the said recited Acts, and entitled to all the Privileges and Advantages of Ships built in the United Kingdom, and registered as such; except as in this Act herein-after excepted.

entitled to be registered; and all such Officers and Persons respectively are hereby authorized and required to do every Act, Matter, and Thing, in relation to such Registers and Certificates, and as to all Transfers of Property of such Ships and Vessels, and all other British registered Ships, in the said Acts required to be done by any Officers respectively of His Majesty's Revenue of Customs in Great Britain; and the said Governments of the East India Company, and all Governors and Lieutenant-Governors of any Territories, Islands and Places, belonging to His Majesty, within the Limits of the Charter of the said Company, are hereby authorized and empowered to do all Acts, Matters, and Things, and make all such Orders in relation to the Registry of any such Ships or Vessels, and as to the Periods within which Ships built before the passing of this Act may be registered, and the Ports at which any such Ships or Vessels may be registered, and as to all Matters and Things relating thereto, and to any Transfers of Property in any such Ships or Vessels, as any Commissioners of His Majesty's Customs are by the said Acts or any of them authorized or empowered to do in relation to Ships and Vessels built before or after the passing of the said Act of the Twenty-sixth Year aforesaid; and all Powers and Authorities given in the said Acts to the Commissioners of His Majesty's Customs, or any Officers of the Revenue of Customs in Great Britain respectively, in relation to the Registering of Ships and Vessels, as to any Act, Matter, or Thing, relating thereto, or as to any Penalties or Forfeitures, or the Application hereof, and as to the seizing of any Ships or Vessels as forfeited under the said Acts for want of Certificates of Registry, shall be used, exercised, applied, enforced, and put in Execution, in relation to all Ships and Vessels built in any Territories, Countries, Islands or Places, under the Government of the said East India Company, or belonging to His Majesty within the Limits of the Charter of the said Company, either before or after the passing of this Act, and required and entitled to be registered under the Provisions of the said recited Acts, as fully and effectually as if the same were repeated and re-enacted in this Act; and all such Ships and Vessels shall, when so registered, be deemed and taken to be British built Ships, registered under the said recited Acts, and entitled to all the Privileges and Advantages of Ships built in the United Kingdom, and registered as such; except as in this Act herein-after excepted.

Ships not to be forfeited for want of Registry, unless they shall have returned to Port before a limited Time.

And whereas it is necessary to give sufficient Time for the Registry of Ships and Vessels, be it therefore enacted, That no such Ship or Vessel, carrying on Trade between India and the United Kingdom, or within the Limits of the Charter of the said East India Company as aforesaid, shall become forfeited, or subject to Seizure as forfeited, for want of a Certificate of Registry, until after the First Day of July 1816, unless such Ship or Vessel shall after the First Day of January One thousand eight hundred and sixteen, and before the said First Day of July, have returned to the

Port or Place to which she shall belong, and afterwards departed from such Port without being duly registered under the Provisions of the said recited Acts.

What Ships do not require Registry.

Provided always, and be it further enacted, That nothing in this Act or in the said recited Acts or in any other Acts contained, shall subject any Ship or Vessel, built or to be built within the Limits of the Charter of the said Company, which shall not be of the Burthen of Three hundred and fifty Tons; or any Ship or Vessel built within the Limits of the Charter of the said Company, now the Property of any of His Majesty's Subjects within the Limits aforesaid, and employed in Trade as heretofore solely within the said Limits, including the Cape of Good Hope; or any Ship or Vessel which now is or at any Time before the First Day of January in the Year One thousand eight hundred and sixteen shall be building within the Limits aforesaid, on account of any of His Majesty's Subjects within the said Limits, and shall be employed in Trade solely within the said Limits, including the said Cape of Good Hope, to any Penalty, Forfeiture, Disability, or Impediment by reason of such Ship or Vessel not being registered, and not being British-built, or to effect the Property or any Transfer of Property in any such Ship or Vessel as aforesaid which shall not be registered.

India-built Ships although duly registered, not entitled to Privilege of British-built Ships, but those specified in former Acts.

Provided always, and be it further enacted, That no Ships or Vessels, built in any Countries, Territories, Ports, or Places under the Government of the East India Company, or belonging to His Majesty within the Limits of the Charter of the said Company, and registered under the Authority of this Act as British-built, and owned by Subjects of His Majesty, and navigated according to Law, shall be entitled to the Privileges of British-built Ships, owned, registered, and navigated according to Law, in any Voyages or Trade beyond the Limits of the said Company's Charter, other than and except such as are specified in an Act, passed in the Fifty-third Year of His present Majesty, intituled *An Act for continuing in the East India Company, for a further Term, the Possession of the British Territories in India, together with certain exclusive Privileges; for establishing further Regulations for the Government of the said Territories, and the better Administration of Justice within the same; and for regulating the Trade to and from the Places within the Limits of the said Company's Charter*; and in another Act passed in the last Session of Parliament, intituled *An Act for the further Regulation of the Trade to and from the Places within the Limits of the Charter of the East India Company*; any Thing in this Act, or in any other Act or Acts of Parliament to the contrary notwithstanding.

Not to affect Vessels already registered.

Provided also, That nothing in this Act contained shall be construed in any Manner to affect the Privileges of any Ship or Vessel already registered as British-built, or to affect the Right of any Ship or Vessel now built or building to Registry as British-built.

Lascars and Natives of India not to be British Mariners within the meaning of 34G. 3. c. 68.

Provided also, and be it further enacted, That no Asiatic Sailors, Lascars, or Natives of any of the Territories, Countries, Islands or Places within the Limits of the Charter of the East India

Company, although born in Territories, Countries, Islands or Places under the Government of His Majesty, or of the East India Company, shall at any Time be deemed or taken to be British Sailors, Seamen or Mariners, within the Intent and Meaning of the said recited Act of the Thirty-fourth Year aforesaid, or of any other Act or Acts of Parliament relating to the Navigation of British Ships by Subjects of His Majesty, for the Purpose of entitling any Ship or Vessel to be deemed to be a British Ship navigated according to Law, and to have the Privileges and Advantages of British Ships, having the Master and Three-fourths of the Mariners British Subjects; any thing in the said recited Act of the Thirty-fourth Year aforesaid, or in any other Act or Acts of Parliament, or Law or Laws, to the contrary notwithstanding: Provided always, that no Ship or Vessel belonging to any Port within the Limits of the Charter of the said Company, or usually navigated by such Asiatic Sailors, Lascars, or Natives aforesaid, as Mariners, shall, while carrying on Trade to and from India to the United Kingdom, forfeit any Privileges or Advantages of a British-built Ship, to which she may be by Law entitled, by reason of having any Proportion of such Mariners, without the due Proportion of British Mariners, until the Expiration of Twelve Months of continued Peace after the Conclusion of the present War: Provided also, that it shall be lawful for His Majesty, by His Royal Proclamation, upon or after the Commencement of any Hostilities, to permit all Merchant Ships, or any other Trading Vessels, and all Privateers, to be manned wholly, or in any such Proportions as shall be specified in any such Proclamation, with 10 such Asiatic Sailors, Lascars, or Natives aforesaid, for and during such Periods as shall be specified in any such Proclamation as aforesaid.

A Proportion of British Seamen to the Tonnage of any Ship, partly by Lascars, sufficient, altho' not amounting to Three-fourths of the Crew.

And whereas Lascars, and other Natives of the East, are not deemed to be equal in Strength and Use to European or other Seamen; and the requiring the Proportion of Three-fourths of British Seamen, in Ships having, as Part of the Crew, Lascars and Natives of the East, would compel such Ships to carry a larger Number of British Seamen than other Ships, or to employ a smaller Number of Lascars and Natives of the East, than would be sufficient to make a proper Crew; be it therefore enacted, That every such Ship or Vessel, so duly registered, and carrying on Trade to and from India and the United Kingdom as aforesaid, and manned in Part with Lascars or Natives of India, and which shall be commanded by a British Master, and navigated by Seven British Seamen as Part of the Crew, for every One hundred Tons of her registered Burthen, and so in Proportion for any Part





ceive him: and it will be therefore probably the middle of April before his Lordship can arrive at this Presidency.

We beg to correct an error that crept into our account of the Bombay Races as given in our last. Paper Gannymedes was not distanced but drawn in the Race run on the last day.



## NAUTICAL CHRONICLE, AND NAVAL REPORT.

B O M B A Y.

**ARRIVALS.]**—On the 5th Instant the Honorable Company's Cruiser Vestal, Lieut. James Watkins, from Bussorah.

Ditto, Ditto, Sylph, Lieutenant James Arthur, from Goa.

6th Ditto, the Honorable Company's Surveying ship Nearchus, Lieutenant Criddle, in Command, from Batavia.

**DEPARTURES.]**—On the 4th Instant H. M. Brig of War Camelion, William Everard, Esq. Captain, to Madras.

Ditto, Ship Ann, Captain Robert Deckie, to Alpee.

Ditto, Ship Wellington, Captain E. Toussein, to Calcutta.

Ditto, Ship Fazel Kurim, Captain J. F. Longlands, to Muscat, Bushire, and Bussorah.

Ditto, 8th Brig Cheerful Captain N. Birsey, to Cochin.

**ARRIVALS.]**—Lieutenant Edgington 2d Bat. 9th Regiment.

Cornet W. Hyslop, 3d L. C.

Major Alexander Campbell, 9th Regt.

Lieutenant E. Adjutant Jons Sherriff, 1st Battalion 4th Regiment.

Captain H. F. Pierce, Horse Artillery.

**DEPARTURES.]**—Lieutenant and Adjutant Inverarity 2d Battalion 3d Regiment M. N. I.

Major Lenn, 3d Ceylon Regiment.

### Extracts from the Frankfort Journals.

LONDON.—11th August.

The Admiralty received yesterday the account of the removal of Buonaparte on board the Northumberland, and the departure of that Vessel for St. Helena. The following particulars of this event are regarded as authentic.

The Bellerophon and Tonnant made sail from Plymouth sound on the 4th not as some pretend on account of a writ of Habeas Corpus to put Buonaparte at liberty, but because Government in consequence of the accidents that had happened from the concourse of Boats in the sound had ordered the Bellerophon to remove to a distance. The writ in question was a simple order obtained from the Court of King's Bench by an Attorney who imagined that he would have occasion for the depositions of Napoleon and Jerome Buonaparte and of Admiral Villamez. The Northumberland made sail from Plymouth the 4th and on the 6th near Torbay she saw two Vessels of the line approach her, the Bellerophon, on board of which was Buonaparte and the Tonnant bearing the Flag of Lord Keith. Some hours after, the Northumberland hailed them and asked for Buonaparte the answer was made, that he had not left his Chamber for some days past. The Vessels came to an anchor in the offing of Torbay; General Bertrand went first on board the Tonnant and dined with Lord Keith, and Sir G. Cockburn a man of polished manners and about 50 years of age. During dinner Sir George communicated to him his instructions concerning Buonaparte according to which it would be necessary for him among other things to examine his baggage before he was taken on board the Northumberland. Bertrand remonstrated strongly against sending the Emperor to St. Helena: (it was by this title that he and the rest of the attendants always spoke of Buonaparte) while he desired to remain quietly in England under the protection of English laws, Lord Keith and

Sir G. Cockburn did not enter into any discussion on this subject. After dinner Lord Keith and Sir George went on board the Bellerophon with Bertrand. Before their arrival Pistols and other Arms had been taken away from Buonaparte not without great altercation on the part of the French Officers. Those whom it was not intended should accompany him were put on board the Eurotas Frigate: they expressed great dissatisfaction particularly the Polish Officers, who separately took leave of him: Colonel Pistouski desired strenuously to go with him he said he was ready to serve him in the most mental capacity if he might be allowed to go with him to St. Helena.

The order to return all the Polish Officers was peremptory and Pistouski was sent on board the Eurotas with the others. Savary and Lallemand were left on board the Bellerophon. When Lord Keith and Admiral Cockburn went on board the Bellerophon on the afternoon of the 6th, Buonaparte was on deck to receive them, he was dressed in a green Uniform with red facings, white breeches and waistcoat, the Order of the Legion of Honour, a cocked hat and tricoloured cockade. He was very stout, and his forehead bald. After the usual salutations Lord Keith spoke to him and told him that he was about to conduct him on board the Northumberland.

Buonaparte strongly protested against this act of the English Government, saying that he could not imagine that they wished to prevent his passing the rest of his days quietly in England. The Admirals made no answer. An English Officer who was near him said that if he was not sent to St. Helena he would be given up to the Emperor of Russia: you preserve me from the Russians, said he looking at General Bertrand, and lifting up his shoulders. Sir G. Cockburn, then said at what o'clock shall I come, *Mon General* to receive you on board the Northumberland: Buonaparte shewing some surprise at his being called General & answered at 10 o'clock.

Bertrand and his Wife, Savary Lallemand the Count and Countesse Montholon, stood near Buonaparte. Sir G. Cockburn asked him if he wanted anything before they put to sea: Bertrand said that he wanted 20 packs of Cards and a Backgammon Board and a Domino: Madame Bertrand requested some articles of Furniture: it was said that they should be immediately supplied. An Officer, nephew to Josephine complained that the Emperor had not been treated with good faith, since he had expected to have remained in England with all his Suite. Buonaparte appealed to Lord Keith: His Excellency simply answered that he was bound to obey the orders of his Government; Buonaparte asked a private interview with him. Lord Keith refused this, saying it was impossible that it should be agreeable that nothing had been left to his discretion that it was impossible that his destination could now be changed. An Officer who was near said if you had remained an hour longer at Rochfort you would have been taken and conducted to Paris. Buonaparte cast a look on the person who had spoken, but made no answer: he then put some questions to Sir G. Cockburn about St. Helena is there any hunting? Where shall I live? Then changing the subject suddenly, he abused the Government—no answer was made him. It is not known, if he was made acquainted with the writ of Habeas Corpus. But he had a strong desire to go on shore, he shewed great indignation at being called General, he said, taking at the same time a great deal of snuff; you have sent me Ambassadors as to a Sovereign; you have acknowledged me as First Consul.

After telling him that the Barge of the Northumberland would come to receive him at 10 in the morning, Lord Keith and Sir G. Cockburn retired on the 7th: early in the morning Sir George went on board the Bellerophon to visit the baggage of Buonaparte among which were two very superb services of Plate, many articles of Gold, a Toilet of Silver, Books, *des conchages* etc Every thing was put on board the Northumberland: before 11 o'clock, two thirds were sent back to France on the Eurotas.

At half past eleven, Lord Keith went in the Barge of the Tonnant on board the Bellerophon to receive Buonaparte and his suit: Before and after his arrival he thanked Captain Maitland and the Officers of the Bellerophon: he went into the Barge and again took off his Hat to them. Lord Keith received the following persons into his Barge; Buona-

parte, General Bertrand, his wife, the Count and Countesse of Montholon and an Infant The Count Lascazes—Gen. Gourgaw—9 Domestic, and 3 woman Servants. The Surgeon of Buonaparte having refused to accompany him, the Surgeon of the Bellerophon offered to take his place: Savary, and Lallemand, remained on board the Bellerophon Savary appeared to dread being delivered to the French Government: the honour of England, he said, would never permit his being sent back to France. Towards 12 o'clock, the Barge arrived on board the Northumberland Bertrand got out the first, Buonaparte next ascended the side with as much alacrity as a sailor. The marines were drawn out on deck and presented Arms to him as to a General: he took off his Hat: he then said to Sir G. Cockburn I am at your Orders; he saluted Lord Lowther and Mr. Littleton who were with the Admiral and spoke some words to them to which they answered: he asked one Officer to what Corps he belonged, the Officer said to the Artillery, Buonaparte said I beg an life in that Corps, he took leave of the Officers who had come with him from the Bellerophon, embraced the Nephew of Josephine, who was not to accompany him to St. Helena: he then went into the Cabin where there was, besides his own suite, Lord Keith Sir G. Cockburn Lord Lowther Mr. Littleton: and after some conversation Lord Keith took leave of Buonaparte and returned on board the Tonnant, Lord Lowther and Mr. Littleton had now a long conversation with Buonaparte which in all probability will be made public. They took leave of him and returned on shore.

The apartment destined for Buonaparte on board the Northumberland, is furnished very elegantly. The Bellerophon, the Tonnant, and the Eurotas returned to Plymouth on the 8th: The Northumberland was on the 9th laying to, off Plymouth waiting for the Havana Frigate, the Ceylon, the Wegmouth the Bucephalus the Zenobia, the Peruvian, the Ferret and two other Brigs, who are to accompany them.

Continuation of the news from London of the 11th of August.

What we announce is quite correct, that it was Lord Keith who was charged to notify to Napoleon the Order that he was to be confined at St. Helena. The Order was in English, Napoleon told Lord Keith to translate it for him and finding that he did not explain it in a manner sufficiently clear he snatched it from him and gave it to Lord Trowdrige who happened to be present saying with vivacity you may be able to translate this letter, after having heard it read and having reflected on it some time, he made the following remarks.

I offer to the Prince Regent the finest page in his history.

I am not a Hercules, but you cannot force me out of the Bellerophon alive.

I intended to have established myself in England; I desired a residence 30 leagues from the Sea! place a Commissary over me. I wish to become naturalized here: I know very well that it requires many years residence to effect this, but I will prove by my conduct that I am worthy to become an Englishman, I will then perhaps give my word to have nothing more to do with political affairs.

If the English dont wish to receive me, I will go to my Father in Law, or to Alexander. England cannot treat me otherwise than a prisoner of war, since the tricoloured flag was still flying at Nismes, Bourdeaux &c. &c. at the time I surrendered myself.

I will never consent to go to the Island of St. Helena, because the climate is objectionable to me, and I have the habit of riding 20 leagues a day for my health.

If I am forced to go there, I shall die before three months, and then England will be responsible for my assassination.

I had it in my power to make a long war of Partisans in France, since with six hundred men, I dethroned the King of France who had an army of three hundred thousand.

AUGUST 12th

The Courier gives the following extract from the conversation which took place on board the Northumberland. Speaking of the English army, Buonaparte said, long wars make good soldiers, the cavalry of both nations is excellent. The English Artillery has profited greatly by adopting the French system.

He seemed to shun giving his opinion of the Duke of Wellington, with care.

As to Louis 18th he is an excellent man,

said he, but he is not made for the French. They must have a man like me.

Having indulged himself in violent investives against the Allies. "You seem to have forgotten, said one of the English speakers, that you were at the Isle of Elba, in virtue of a solemn treaty that you were not in any manner molested there, and that you left it, by violating the fidelity due to treaties.

I was, replied Buonaparte, an independent Sovereign, I had a right to make war with any other Sovereign, with Louis the 18th if I found it convenient, and so I did.

The word St. Helena having been pronounced in the conversation, he shewed not only indignation, but the greatest surprise at being sent there. I would have given my word of honor to remain quietly in England, and to have had no sort of political correspondence. I would have engaged not to quit the place assigned me, and to have lived there like a simple individual.

That would have been impossible, (was the answer) for notwithstanding the great reverse you have experienced, you would never have forgotten what you had been, to consider yourself in the light of a simple individual and to conduct yourself like one.

But why said he, not allow me to reside in England on my word of honor?

You forget (it was observed to him) that several hundred French Officers violated their words of honor, and not only you abstained from shewing any indignation at it, but you received and treated them in a distinguished manner, Lefevre Desnoettes for instance?

Buonaparte answered nothing to this, he spoke in the highest terms of the Prince Regent, saying he was the only Sovereign in Europe, whose conduct had been consistent, and who had shewn perseverance and vigor, that it was he alone who had caused all his plans to fail and had destroyed his power.

The same Paper publishes the following fact.

M. Mullegan one of the curious people who went from Bath to Plymouth to see Buonaparte came so near the Bellerophon as to observe Napoleon having papers, the pieces of which he threw into the sea, he took the trouble to collect some of these fragments. On his return to Bath he transmitted them to Government through the means of Sir J. Coxe Hipplesey, among these papers, there is part of a letter from an American to Buonaparte dated Paris 22d from them there is however sufficient to discover matter of such a nature, that it would not be prudent to publish it at the present moment.

The most complete of these fragments, is part of a letter from Buonaparte to Maria Louisa his wife, evidently written immediately after his last abdication. This paper appears to be original, and written in the hand of Napoleon: Madame, my dear and honored Spouse, listening again to the interests only of France, I am about to abdicate the Throne and in closing my political career, the reign of my Son will commence, I am led to this act, as well from my affection to him and to you as from my duties as a Monarch.

If as Emperor he promotes the happiness of France, and as Son he contributes to your felicity and glory my most cordial wishes will be accomplished. Nevertheless if during his infancy I have transmitted to him all my Power as Chief of the State, I am not able, it would cost too much to my heart to sacrifice in some way, all those inviolable rights that nature has given me.

PARIS, The 15th August.

The Official Gazette publishes this day the following article. The paper entitled the Echo du Sois of 11th August, contains under the specious title of Lausanne erroneous assertions respecting the pretended reinforcements which the allied Armies now in France are receiving. Since the 10th July no Austrian Corps has past the Rhine, an army of reserve of 30 thousand men, Battalions of the Landoster destined to form a junction with the troops of the Line as also a train of Artillery consisting of 72 pieces having received orders to return, and according by began their march on the 2d August.

With respect to the Russian troops, they have no new reinforcements for they have met with no losses. It is well known that

(Continued in the Supplement.)

B O M B A Y:—Printed for the PROPRIETORS, by SAMUEL RANS, No. 1, Church Gate Street.

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