Germany.

The *Washington Union* has an intelligent correspondent at Frankfort-on-the-Maine, from whose letters we gather much useful information of the present condition of Germany. Most of the intelligence from the Continent, as the St. Louis Union observes, reaches us through English journals, and comes colored with British ideas, prejudices and interests. It is important to a correct understanding of affairs on the continent, that some other than a British source should be looked to. It is natural enough that we should look to British papers, as they are printed in our own language, for most European news, but we seldom make due allowance for British prejudices. If we wish, however, to be accurately informed of continental affairs, we must depend on less prejudiced minds for the truth. At the present time great events are in progress, and in no portion of Europe is more activity manifested than in the German states. That ancient seat of philosophy and letters, distinguished, too, for the stirring part it has performed in the history of the last four centuries, on the battle field, as well as in the closet and laboratory, is making rapid advances in civil liberty—so rapid, that the severest means in the power of Government to employ, are brought into requisition to retard a movement which must result, finally, in the establisment of a new order of things. The conflict is yet peaceful—a struggle of intellect, seeking to arouse the masses to a full appreciation of their rights as men, so that they may insist upon and obtain their true position in the administration of public affairs. The progress of this struggle is of deep interest to all who look carefully at the march of human improvement, and feel an interest in the promised triumphs of liberal principles in the heart of Europe.

The correspondent of the Washington Union says:

"The Austrian cabinet has recently addressed a circular to all the German Governments upon the condition of the newspaper press. Its tendency is considered dangerous to the tranquillity and well-being of crowned heads, and the tightening and strengthening of the muzzle, which has been placed upon it by the Diet, is most devoutly wished for. The Bremen journals are those to which most exception is taken, not only by Austria but by Prussia. The "Weser Gazette," while it has never descended to anything like licentiousness, nevertheless expresses itself forcibly and freely on all prominent questions, for which reason the king of Prussia has ordered its circulation to be discontinued in his realm! This policy will be found an entirely mistaken one, for truth and light cannot be fettered with any chains that they will not in due time burst asunder. The friends of the prohibited journal will always seek some method by which they will procure it regularly. The *censorship* of the press is an entire mistake in the states of the confederation; and the sooner it is abolished, the better it will be for the different sovereignties interested. In an age like this, when a spirit of inquiry is co-extensive with civilization, its purposes are not attainable. The American, English and French papers publish what they please, of course holding themselves responsible for the consequences, a fact known to every intelligent German; and the circumstance of this liberty being withheld from the German papers occasions more discontent with their rulers, than if the outrages committed from time to time by them were exposed to the public eye. Moreover, the press is permitted to animadvert freely upon American and English affairs, and the question is continually presenting itself to the reader, why is it that German affairs are not thus freely commented upon. The Berlin papers may say that 'the United States is the most unprincipled and rapacious nation on earth,' as they have said with impunity; but they *dare* not say Frederick William IV. promised a constitution several years ago to Prussia, and has failed to carry his promise into execution. The dullest mind is not slow in perceiving that this is not only strange but unjust; and hence suspicions are awakened, which eventuate in a positive dislike to the constituted authorities. But as I intend to devote hereafter a letter exclusively to this subject, I will dispense with it at present.

"The potato plague, which has caused the food of 4,000,000 of the Irish people to perish, has also been most blighting to the hopes of the peasantry on the continent. In some districts of Germany which I have visited, whole fields have been utterly destroyed; added to which, in every direction around this place, the grain crops are wofully deficient. The yield in the central states of Germany is not more than three-eighths of an average one, and all eyes are turned to our country, to its abundant surplus, for the means of sustaining humanity under such afflicting dispensations. Large orders have been sent out for breadstuff- and they will be followed by others. Wurtemberg and Baden, actuated by a desire to see their subjects liberally provided for, although members of the Zoll-Verein have issued ordinances for the free admission of foreign grain until the 1st of May; thus practically carrying out the principle commenced in Great Britain—and under whose benign influence our most remote wilderness will ultimately 'blossom as the rose,' of *'total and immediate repeal.'* In France, the subject most discussed, next to the Montpensier marriage, is that of free trade. It is advocated with great ability by the Debats, the Epoque, and the Courrier Francais. Upon the meeting of the Chambers, it is confidently expected that efficient demonstrations will be made for an immediate change in the commercial policy of the kingdom.

"The Debats states that a ministerial despatch, which reached Cherbourg on the 19th inst., commanded that the steamships Ulloa and Darien, of 450 horse power each, should be immediately prepared for sea, in order to constitute a packet-service between New York and Cherbourg. This is most unexpected news, and it contributes to strengthen the opinion which I expressed in a former letter, that at no distant period steamships would leave New York daily for European ports. Cherbourg is the only good channel port of France. Indeed, no other can be at all times entered by steamers, although its business is quite inconsiderable and its population small. It is about five hours' run by steam from the Isle of Wight, and is to connect with Paris by railway. As the spell of the *entente cordiale* has been broken, it is apparent to my mind that Louis Philippe will avail himself of every means at his bestowal to multiply his mail and commercial intercourse with the United States, and to regain that elevated position in their esteem which, during the last two years, he has so inconsiderately in no small degree forfeited.

"As a crumb of comfort to the iron interest in Pennsylvania and elsewhere, which great pains have been taken to create an impression that the late tariff act has effectually prostrated, I deem it but just to make an extract from a report recently made upon the iron trade, by G. R. Porter, Esq., of the board of trade, and president of the statistical department of the British Association for the advancement of Science. After enumerating the causes which have occasioned such a result as a decrease of manufacture, he says, 'The produce in England and Wales, in 1845, is less than it was in 1840! How the enormous demand existing, and to arise from carrying out the railway schemes already sanctioned, is to be met; it would be difficult to say. The laying down of the lines, and providing them with the needful stock of carriages, &c., would absorb all the iron which it is reasonable to expect will be made in Great Britain during the next three years; and it affords no satisfactory solution of this difficulty, to say that the quantity required will only be called for progressively, and that the demand will be spread over the same three years. To render this service effective, we should be assured that no further projects will be sanctioned during the time spent in their construction—an assurance for which we can hardly look. And even then, we should be left without a ton of iron applicable to the thousand other purposes for which this metal is so indispensable, for iron roads, iron houses, fire-proof buildings, sailing ships, and steam vessels.'

I will add, that Mr. Porter had the reputation of being one of the most accurate statisticians in the United Kingdom. And now, by the way of concluding this epistle, I will observe that the railways authorized by royal assent, at the recent session of Parliament, will require for their construction a

capital of no less than	£145,832,405
With powers to borrow	25,411,081
Authorized at the last session,	50,000,000
In addition to this, capital invested in Germany, France, &c., in railroads not completed,	35,000,000
For the construction of railways in India,	15,000,000
Total (in round numbers)	£270,000,000

Thus making the enormous sum of thirteen hundred and fifty millions of dollars that Great Britain will have to raise during the next five years for railroads—amounting to two hundred and seventy millions dollars annually!

"The State of Ohio is the most wonderful of all transatlantic wonders in respect of rapid progress. It was a territory of forty thousand inhabitants in the year 1800; it is now a republic with two millions of citizens—as many as those of Venice or the United Provinces in their proudest days—with a profusion of agricultural wealth almost outrunning the need of available markets, and paying her dividends. And there is room for millions more; for the whole State is one rich tract of undulating plain, covered from end to end with the finest forest trees of America, and intersected by navigable waters. Its natural resources are practically unlimited, and yet Ohio forms only a small section of that vast region sloping from the Alleghanies to the Missisippi, which is almost every where equally productive, and equally accessible."—*Edinburgh Review.*

WE FIXED THAT CHAP.—A few days ago, a *gentleman (!)* came into our sanctum and took off his hat, and picked up a piece of manuscript and commenced reading very closely. We reached over and took a letter out of his hat, unfolded and commenced reading it. He was so busy that he did not discover how we were paying him in his own coin, until we asked what it was his correspondent was writing to him about a woman? "Why, look here, squire," says he, "you surely are not reading my private letters!" "Certainly, sir," said we, "you are reading our private manuscripts." He was plagued, begged us not to mention his name, promised to do so no more, and we quit even.

MARRIED, On Tuesday, the 25th inst., by the Rev. S. T. GILLETT, Mr. PLEASANT WILLIAMS, of Noblesville, to Mrs. NANCY ANN DUNBAR, of this city. Mr. Williams took his bride forthwith to his residence in the village of of Noblesville.

☞ A generous slice of cake accompanied the above; and in return, all the b'hoys present their congratulations to the happy pair, with fervent aspirations for their future felicity.

BY AUTHORITY.

Treaties of the Twenty-Ninth Congress of the U. S.

Ratified at the first session, commencing December 1, 1845.

JAMES K. POLK, President; GEORGE M. DALLAS, Vice President; JOHN W. DAVIS, Speaker of the House of Representatives.

Convention with the Grand Duchy of Hesse Cassel for the abolition of the droit d'aubaine and of taxes on emigration. Concluded March 26, 1844.

By the President of the United States of America: A Proclamation.

Whereas a Convention between the United States of America and His Royal Highness the Grand Duke of Hesse was concluded and signed by their Plenipotentiaries, at Berlin, on the twenty-sixth day of March, one thousand eight hundred and forty-four, which Convention, being in the French and English languages, is, word for word, as follows:

Convention for the mutual abolition of the droit d'aubaine and taxes on emigration between the United States of America and the Grand Duchy of Hesse.

The United States of America on the o e part, and His Royal Highness the Grand Duke of Hesse, on the other part, being equally desirous of removing the restrictions which exist in their territories upon the acquisition and transfer of property by their respective citizens and subjects, have agreed to enter into negotiation for this purpose.

For the attainment of this desirable object, the President of the United States of America has conferred full powers on Henry Wheaton, their Envoy Extraordinary and Minister Plenipotentiary at the Court of His Majesty the King of Prussia, and his Royal Highness the Grand Duke of Hesse upon Baron Schaeffer-Bernstein his Chamberlain, Colonel, Aid-de-camp, and Minister Resident near His Majesty the King of Prussia, who, after having exchanged their said full powers, found in due and proper form, have agreed to the following articles:

ARTICLE I. Every kind of droit d'aubaine, droit de retraite, and droit de detraction, or tax on emigration, is hereby, and shall remain abolished, between the two contracting parties, their States, citizens, and subjects, respectively.

ARTICLE II. Where, on the death of any person holding real property within the territories of one party, such real property, would, by the laws of the land, descend on a subject or citizens of the other, were he not disqualified by alienage, such citizen or subject shall be allowed a term of two years to sell the same—which term may be reasonably prolonged according to circumstances—and to withdraw the proceeds thereof, without molestation, and exempt from all duties of detraction on the part of the Government of the respective States.

ARTICLE III. The citizens or subjects of each of the contracting parties shall have power to dispose of their personal property within the States of the other, by testament, donation, or otherwise; and their heir, being citizens or subjects of the other contracting party, shall succeed to their said personal property, whether by testament or *ab intestato*, and may take possession thereof, either by themselves or by others acting for them, and dispose of the same at their pleasure, paying such duties only as the inhabitants of the country where the said property lies shall be liable to pay in like cases.

ARTICLE IV. In case of the absence of the heirs, the same care shall be taken, provisionally, of such real or personal property as would be taken in a like case of property belonging to the natives of the country, until the lawful owner, or the person who has a right to sell the same, according to article second, may take measures to recieve or dispose of the inheritance.

ARTICLE V. If any dispute should arise between different claimants to the same inheritance, they shall be decided, in the last resort, according to the laws and by the judges of the country where the property is situated.

ARTICLE VI. This Convention shall be ratified by the President of the United States of America, by and with the advice and consent of their Senate, and by His Royal Highness the Grand Duke of Hesse, and the ratifications shall be exchanged at Berlin, within the term of six months from the date of the signature hereof, or sooner if possible.

In faith of which, the respective Plenipotentiaries have signed the above articles, both in French and English, and have thereto affixed their seals; declaring, nevertheless, that the signing in both languages shall not hereafter be cited as a precedent, nor in any way operate to the prejudice of the contracting parties.

Done in quadruplicata, in the city of Berlin, on the twenty-sixth day of March, in the year of our Lord one thousand eight hundred and forty-four, and the sixty-eighth of the Independence of the United States of America.

BARON DE SCHAEFFER-BERNSTEIN, [L. S.]
HENRY WHEATON, [L. S.]

And whereas the said Convention has been duly ratified on both parts, and the respective ratifications of the same having been exchanged, to-wit: at Berlin, on the sixteenth day of October, one thousand eight hundred and forty-four, by Theodore S. Fay, Charge d'Affaires *ad interim* of the United States, and Baron de Schaeffer-Bernstein, Chamberlain, Colonel, Aid-de-Camp, and Minister Resident of His Royal Highness the Grand Duke of Hesse near the Court of His Majesty the King of Prussia, on the part of their respective Governments:

NOW, THEREFORE, BE IT KNOWN, that I, JAMES K. POLK, President of the United States of America, have caused the said Convention to be made public, to the end that the same, and every clause and article thereof may be observed and fulfilled with good faith, by the United States and the citizens thereof.

IN WITNESS WHEREOF, I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the City of Washington, this eighth day of May, in the year of our Lord one thousand eight hundred
[SEAL.] and forty-five, and of the Independence of the United States the sixty-ninth.

By the President: JAMES K. POLK.
JAMES BUCHANAN, *Secretary of State.*

Treaty with Belgium, of Commerce and Navigation. Concluded November 10, 1845.

By the President of the United States of America: A Proclamation.

Whereas, a treaty of Commerce and navigation, between the United States of America and his Majesty the King of the Belgians, was concluded and signed at Brussels, on the tenth day of November, one thousand eight hundred and forty-five, which treaty, being in the English and French languages, is, word for word, as follows:

Treaty of commerce and navigation between the United States of America and his Majesty the King of the Belgians.

The United States of America on the one part, and his Majesty the King of the Belgians on the other part, wishing to regulate in a formal manner their reciprocal relations of commerce and navigation, and further to strengthen, through the development of their interests respectively, the bonds of friendship and good understanding so happily established between the governments and people of the two countries; and desiring, with this view, to conclude, by common agreement, a treaty establishing conditions equally advantageous to the commerce and navigation of both states, have, to that effect, appointed as their plenipotentiaries, namely: the President of the United States, Thomas G. Clemson, charge d'affaires of the United States of America to his Majesty the King of the Belgians; and his Majesty the King of the Belgians, M. Adolphe Dechamps, officer of the Order of Leopold, knight of the Order of the Red Eagle of the first class, grand cross of the order of St. Michel of Bavaria, his minister for foreign affairs, a member of the Chamber of Representants, who, after having communicated to each other their full powers, ascertained to be in good and proper form, have agreed and concluded the following articles:

ARTICLE I. There shall be full and entire freedom of commerce and navigation between the inhabitants of the two countries; and the same security and protection which is enjoyed by the citizens or subjects of each country, shall be guarantied on both sides. The said inhabitants, whether established or temporarily residing within any ports, cities, or places whatever, of the two countries, shall not, on account of their commerce or industry, pay any other or higher duties, taxes, or imposts, than those which shall be levied on citizens or subjects of the country in which they may be; and the privileges, immunities, and other favors, with regard to commerce or industry, enjoyed by the citizens or subjects of one of the two states, shall be common to those of the other.

ARTICLE II. Belgian vessels, whether coming from a Belgian or a foreign port, shall not pay, either on entering or leaving the ports of the United States, whatever may be their destination, any other or higher duties of tonnage, pilotage, anchorage, buoys, light-houses, clearance, brokerage, or generally other charges whatsoever, than are required from vessels of the United States in similar cases. This provision extends, not only to duties levied for the benefit of the state, but also to those levied for the benefit of provinces, cities, countries, districts, townships, corporations, or any other division or jurisdiction, whatever may be its designation.

ARTICLE III. Reciprocally, vessels of the United States, whether coming from a port of said States, or from a foreign port, shall not pay, either on entering or leaving the ports of Belgium, whatever may be their destination, any other or higher duties of tonnage, pilotage, anchorage, buoys, light-houses, clearance, brokerage, or generally other charges whatever, than are required from Belgian vessels in similar cases. This provision extends not only to duties levied for the benefit of the state, but also to those levied for the benefit of provinces, cities, countries, districts, townships, corporations, or any other division or jurisdiction, whatever may be its designation.

ARTICLE IV. The restitution by Belgium of the duty levied by the Government of the Netherlands on the navigation of the Scheldt, in virtue of the third paragraph of the ninth article of the treaty of April nineteenth, eighteen hundred and thirty-nine, is guarantied to the vessels of the United States.

ARTICLE V. Steam vessels of the United States and of Belgium, engaged in regular navigation between the United States and Belgium, shall be exempt in both countries from the payment of duties of tonnage, anchorage, buoys, and light-houses.

ARTICLE VI. As regards the coasting trade between the ports of either country, the vessels of the two nations shall be treated on both sides on the same footing with the vessels of the most favored nations.

ARTICLE VII. Articles of every description, whether proceeding from the soil, industry, or warehouses of Belgium, directly imported therefrom, into the ports of the United States, in Belgian vessels, shall pay no other or higher duties of import than if they were imported under the flag of said States.

And, reciprocally, articles of every description directly imported into Belgium from the United States, under the flag of the said States, shall pay no other or higher duties than if they were imported under the Belgian flag.

It is well understood:

1st. That the goods shall have been really put on board in the ports from which they are declared respectively to come.

2d. That a putting-in at an intermediate port, produced by uncontrollable circumstances, duly proved, does not occasion the forfeiture of the advantage allowed to direct importation.

ARTICLE VIII. Articles of every description imported into the United States from other countries than Belgium, under the Belgian flag, shall pay no other or higher duties whatsoever, than if they had been imported under the flag of the most favored foreign nation, other than the flag of the country from which the importation is made. And, reciprocally, articles of every description, imported under the flag of the United States into Belgium, from other countries than the United States, shall pay no other or higher duties whatsoever, than if they had been imported under the flag of the foreign nation most favored, other than that of the country from which the importation is made.

ARTICLE IX. Articles of every description, exported by, Belgian vessels, or by those of the United States of America, from the ports of either country to any country whatsoever shall be subjected to no other duties or formalities than such as are required for exportation under the flag of the country where the shipment is made.

ARTICLE X.—All premiums, drawbacks, or other favors of like nature, which may be allowed in the states of either of the contracting parties, upon goods imported or exported in national vessels, shall be likewise, and in the same manner, allowed upon goods imported directly from one of the two countries, by its vessels, into the other, or exported from one of the two countries, by the vessels of the other, to any destination whatsoever.

ARTICLE XI.—The preceding article is, however, not to apply to the importation of salt, and of the produce of the national fisheries; each of the two parties reserving to itself the faculty of granting special privileges for the importation of those articles under its own flag.

ARTICLE XII.—The high contracting parties agree to consider and to treat as Belgian vessels, and as vessels of the United States, all those which, being provided by the competent authority with a passport, sea letter, or any other sufficient document, shall be recognized conformably with existing laws as national vessels in the country to which they respectively belong.

ARTICLE XIII.—Belgian vessels and those of the United States may, conformably with the laws of the two countries, retain on board, in the ports of both, such parts of their cargoes as may be destined for a foreign country; and such parts shall not be subjected, either while they remain on board, or upon re-exportation, to any charges whatsoever, other than those for the prevention of smuggling.

ARTICLE XIV.—During the period allowed by the laws of the two countries respectively for the warehousing of goods, no duties, other than those of watch and storage, shall be levied upon articles brought from either country into the other, while awaiting transit, re-exportation, or entry for consumption. Such goods shall in no case be subject to higher warehouse charges, or to other formalities, than if they had been imported under the flag of the country.

ARTICLE XV.—In all that relates to duties of customs and navigation, the two high contracting parties promise, reciprocally, not to grant any favor, privilege or immunity, to any other State, which shall not instantly become common to the citizens and subjects of both parties respectively; gratuitously, if the concession or favor to such other State is gratuitous, and on allowing the same compensation or its equivalent, if the concession is conditional.

Neither of the contracting parties shall lay upon goods proceeding from the soil or the industry of the other party, which may be imported into its ports, any other or higher duties of importation or re-exportation than are laid upon the importation and re-exportation of similar goods coming from any other foreign country.

ARTICLE XVI.—In cases of shipwreck, damages at sea, or forced putting in, each party shall afford to the vessels of the other, whether belonging to the State or to individuals, the same assistance and protection, and the same immunities, which would have been granted to its own vessels in similar cases.

ARTICLE XVII.—It is moreover agreed between the two contracting parties, that the consuls and vice-consuls of the United States in the ports of Belgium, and, reciprocally, the consuls and vice-consuls of Belgium in the ports of the United States, shall continue to enjoy all the privileges, protection, and assistance, usually granted to them, and which may be necessary for the proper discharge of their functions. The said consuls and vice-consuls may cause to be arrested and sent back, either to their vessels or to their country, such seamen as may have deserted from the vessels of their nation. To this end, they shall apply in writing to the competent local authorities, and they shall prove, by exhibition of the vessel's crew list, or other document, or, if she shall have departed, by copy of said documents, duly certified by them, that the seamen whom they claim formed part of the said crew. Upon such demand, thus supported, the delivery of the deserters shall not be refused. They shall moreover receive all aid and assistance in searching for, seizing, and arresting such deserters, who shall, upon the requisition and at the expense of the consul or vice consul, be confined and kept in the prisons of the country until he shall have found an opportunity for sending them home. If, however, such an opportunity should not occur within three months after the arrest, the deserters shall be set at liberty, and shall not again be arrested for the same cause. It is, however, understood, that seamen of the country in which the desertion shall occur are excepted from these provisions, unless they be naturalized citizens or subjects of the other country.

ARTICLE XVIII.—Articles of all kinds, the transit of which is allowed in Belgium, coming from or going to the United States, shall be exempt from all transit duty in Belgium, when the transportation through the Belgian territory is effected on the railroads of the State.

ARTICLE XIX.—The present treaty shall be in force during ten years from the date of the exchange of the ratifications, and until the expiration of twelve months after either of the high contracting parties shall have announced to the other its intention to terminate the operation thereof; each party reserving to itself the right of making such declaration to the other, at the end of the ten years above-mentioned; and it is agreed, that after the expiration of the twelve months of prolongation accorded on both sides, this treaty and all its stipulations shall cease to be in force.

ARTICLE XX.—This treaty shall be ratified and the ratifications shall be exchanged at Washington, within the term of six months after its date, or sooner if possible; and the treaty shall be put in execution within the term of twelve months.

In faith whereof, the respective plenipotentiaries have signed the present treaty, in duplicate, and have affixed thereto their seals. Brussels, the tenth of November, eighteen hundred and forty-five.

[L. S.] THOS. G. CLEMSON.
[L. S.] A. DECHAMPS.

And whereas, the said Treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged at Washington, on the thirtieth day of March, one thousand eight hundred and forty-six, by James Buchanan, Secretary of State of the United States, and N. A. Beaulieu, Minister Resident of his Majesty, the King of the Belgians, to the Government of the United States, on the part of their respective Governments:

NOW, THEREFORE, BE IT KNOWN, that I, JAMES K. POLK, President of the United States of America, have caused the said treaty to be made public, to the end that the same and every clause and article thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

IN WITNESS WHEREOF, I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the city of Washington, this thirty-first day of March, in the year of our Lord, one thousand eight
[SEAL.] hundred and forty-six, and of the independence of the United States, the seventieth.

JAMES K. POLK.

By the President:
N. P. TRIST, *Acting Secretary of State.*

Treaty with the Chinese Empire of Peace, Amity and Commerce. Concluded July 3d, 1844.

By the President of the United States of America. A Proclamation:

Whereas, a treaty of peace, amity, and commerce, between the United States of America and the Ta Tsing Empire, was concluded and signed at Wang Hiya, on the third day of July, one thousand eight hundred and forty-four; which treaty is, word for word, as follows:

The United States of America and the Ta Tsing Empire, Desiring to establish firm, lasting and sincere friendship between the two nations, have resolved to fix, in a manner clear and positive, by means of a treaty or general convention of peace, amity and commerce, the rules which shall in future be mutually observed in the intercourse of their respective countries: for which most desirable object, the President of the United States has conferred full powers on their commissioner, Caleb Cushing, envoy extraordinary and minister plenipotentiary of the United States to China: and the August Sovereign of the Ta Tsing empire, on his minister and commissioner extraordinary, Tsiyeng, of the Imperial house, a vice-guardian of the heir apparent, governor general of the Two Kwangs, and superintendent general of the trade and foreign intercourse of the Five Ports.

And the said commissioners, after having exchanged their said full powers, and duly considered the premises, have agreed to the following articles:

ARTICLE I.—There shall be perfect, permanent, and universal peace, and a sincere and cordial amity, between the United States of America on the one part, and the Ta Tsing empire on the other part, and between their people respectively, without exception of persons or places.

ARTICLE II.—Citizens of the United States resorting to China for the purposes of commerce, will pay the duties of import and export prescribed in the tariff, which is fixed by and made a part of this treaty. They shall in no case be subject to other or higher duties than are or shall be required of the people of any other nation whatever. Fees and charges of every sort are wholly abolished; and officers of the revenue, who may be guilty of exaction, shall be punished according to the laws of China. If the Chinese government desire to modify in any respect the said tariff, such modifications shall be made only in consultation with consuls or other functionaries thereto duly authorized in behalf of the United States, and with consent thereof. And if additional advantages or privileges, of whatever description, be conceded hereafter by China to any other nation, the United States, and the citizens thereof, shall be entitled thereupon to a complete, equal and impartial participation in the same.

ARTICLE III.—The citizens of the United States are permitted to frequent the five ports of Kwangchow, Amoy, Fuchow, Ningpo, and Shanghai, and to reside with their families and trade there, and to proceed at pleasure with their vessels and merchandise to and from any foreign port and either of the said five ports, and from either of the said five ports to any other of them. But said vessels shall not unlawfully enter the other ports of China, nor carry on a clandestine and fraudulent trade along the coasts thereof. And any vessel belonging to a citizen of the United States which violates this provision, shall, with her cargo, be subject to confiscation to the Chinese government.

ARTICLE IV.—For the superintendence and regulation of the concerns of citizens of the United States doing business at the said five ports, the government of the United States may appoint consuls or other officers at the same, who shall be duly recognized as such by the officers of the Chinese government, and shall hold official intercourse and correspondence with the latter, either personal or in writing, as occasion may require, on terms of equality and reciprocal respect. If disrespectfully treated or aggrieved in any way by the local authorities, said officers on the one hand shall have the right to make representation of the same to the superior officers of the Chinese government, who will see that full inquiry and strict justice be had in the premises; and on the other hand, the said consuls will carefully avoid all acts of unnecessary offence to, or collision with, the officers and people of China.

ARTICLE V.—At each of the said five ports, citizens of the United States lawfully engaged in commerce shall be permitted to import from their own or any other ports into China, and sell there, and purchase therein, and export to their own or any other ports, all manner of merchandise, of which the importation or exportation is not prohibited by this treaty, paying the duties which are prescribed by the tariff hereinbefore established, and no other charges whatsoever.

ARTICLE VI.—Whenever any merchant vessel belonging to the United States shall enter either of the said five ports for trade, her papers shall be lodged with the consul or person charged with affairs, who will report the same to the commissioner of customs; and tonnage duty shall be paid on said vessel, at the rate of five mace per ton, if she be over one hundred and fifty tons burden; and one mace per ton, if she be of the burden of one hundred and fifty tons or under, according to the amount of her tonnage, as specified in the register; said payment to be in full of the former charges of measurement and other fees, which are wholly abolished. And if any vessel, which having anchored at one of the said ports, and there paid tonnage duty, shall have occasion to go to any other of the said ports to complete the disposal of her cargo, the consul, or person charged with affairs, will report the same to the commissioner of customs, who, on the departure of the said vessel, shall note in the port clearance that the tonnage duties have been paid, and report the same to the other custom houses; in which case, on entering another port, the said vessel will only pay duty there on her cargo, but shall not be subject to the payment of tonnage duty a second time.

ARTICLE VII.—No tonnage duty shall be required on boats belonging to the citizens of the United States, employed in the conveyance of passengers, baggage, letters, and articles of provision, or others not subject to duty, to or from any of the five ports. All cargo boats, however, conveying merchandise subject to duty, shall pay the regular tonnage duty of one mace per ton, provided they belong to citizens of the United States, but not if hired by them from subjects of China.

ARTICLE VIII.—Citizens of the United States, for their vessels bound in, shall be allowed to engage pilots, who will report said vessels at the passes, and take them into port; and, when the lawful duties have all been paid, they may engage pilots to leave port. It shall also be lawful for them to hire at pleasure, servants, compradors, linguists and writers, and passage or cargo boats, and to employ laborers, seamen, and persons for whatever necessary service, for a reasonable compensation, to be agreed on by the parties, or settled by application to the consular officer of their government, without interference on the part of the local officers of the Chinese government.

ARTICLE IX.—Whenever merchant vessels belonging to the United States shall have entered port, the superintendent of customs will, if he see fit, appoint custom house officers to guard said vessels, who may live on board the ship or their own boats, at their convenience; but provision for the subsistence of said officers shall be made by the superintendent of customs, and they shall not be entitled to any allowance from the vessel or owner thereof; and they shall be subject to suitable punishment for any exaction practised by them in violation of this regulation.

ARTICLE X.—Whenever a merchant vessel belonging to the United States shall cast anchor in either of said ports, the supercargo, master or consignee, will, within forty-eight hours, deposite the ship's papers in the hands of the consul, or person charged with the affairs of the United States, who will cause to be communicated to the superintendent of customs a true report of the name and tonnage of such vessel, the names of her men, and of the cargo on board; which being done, the superintendent will give a permit for the discharge of her cargo.

And the master, supercargo, or consignee, if he proceed to discharge the cargo without such permit, shall incur a fine of five hundred dollars; and the goods so discharged without permit shall be subject to forfeiture to the Chinese government. But if the master of any vessel in port desire to discharge a part only of the cargo, it shall be lawful for him to do so, paying duty on such part only, and to proceed with the remainder to any other ports.

Or, if the master so desire, he may, within forty-eight hours after the arrival of the vessel, but not later, decide to depart without breaking bulk; in which case he will not be subject to pay tonnage or other duties or charges, until, on his arrival at another port, he shall proceed to discharge cargo, when he will pay the duties on vessel and cargo, according to law. And the tonnage duties shall be held to be due after the expiration of said forty-eight hours.

ARTICLE XI.—The superintendent of customs, in order to the collection of the proper duties will, on application made to him through the consul, appoint suitable officers, who shall proceed, in the presence of the captain, supercargo, or consignee, to make a just and fair examination of all goods in the act of being discharged for importation, or laden for exportation on board any merchant vessel of the United States. And if dispute occur in regard to the value of goods subject to an ad valorem duty, or in regard to the amount of tare, and the same cannot be satisfactorily arranged by the parties, the question may, within twenty-four hours, and not afterwards, be referred to the said consul to adjust with the superintendent of customs.

ARTICLE XII.—Sets of standard balances, and also weights and measures, duly prepared, stamped, and sealed, according to the standard of the custom house at Canton, shall be delivered by the superintendents of customs to the consuls at each of the five ports, to secure uniformity, and prevent confusion in measures and weights of merchandise.

ARTICLE XIII.—The tonnage duty on vessels belonging to citizens of the United States shall be paid on their being admitted to entry. Duties of import shall be paid on the discharge of the goods, and duties of export on the lading of the same. When all such duties have been paid, and not before, the superintendent of customs shall give a port clearance, and the consul shall return the ship's papers, so that she may depart on her voyage. The duties shall be paid to the sheriffs authorized by the Chinese government to receive the same in its behalf. Duties payable by merchants of the United States shall be received either in sycee silver or in foreign money, at the rate of exchange as ascertained by the regulations now in force. And imported goods, on their resale or transit in any part of the empire, shall be subject to the imposition of no other duty than they are accustomed to pay at the date of this treaty.

ARTICLE XIV.—No goods on board any merchant vessel of the United States in port are to be transhipped to another vessel, unless there be particular occasion therefor; in which case the occasion shall be certified by the consul to the superintendent of customs, who may appoint officers to examine into the facts, and permit the transhipment. And if any goods be transhipped without such application, inquiry, and permit, they shall be subject to be forfeited to the Chinese government.

ARTICLE XV.—The former limitation of the trade of foreign nations to certain persons appointed at Canton by the government, and commonly called hong-merchants, having been abolished, citizens of the United States, engaged in the purchase or sale of goods of import or export, are admitted to trade with any and all subjects of China, without distinction; they shall not be subject to any new limitations, nor impeded in their business by monopolies or other injurious restrictions.

ARTICLE XVI.—The Chinese government will not hold itself responsible for any debts which may happen to be due from subjects of China to citizens of the United States, or for frauds committed by them; but citizens of the United States may seek redress in law; and on suitable representation being made to the Chinese local authorities, through the consul, they will cause due examination in the premises, and take all proper steps to compel satisfaction. But in case the debtor be dead, or without property, or have absconded, the creditor cannot be indemnified, according to the old system of the co-hong, so called. And if citizens of the United States be indebted to subjects of China, the latter may seek redress in the same way through the consul, but without any responsibility for the debt on the part of the United States.

ARTICLE XVII.—Citizens of the United States, residing or sojourning at any of the ports open to foreign commerce, shall enjoy all proper accommodation in obtaining houses and places of business, or in hiring sites from the inhabitants on which to construct houses and places of business, and also hospitals, churches, and cemeteries. The local authorities of the two governments shall select in concert the sites for the foregoing objects, having due regard to the feelings of the people in the l cation thereof; and the parties interested will fix the rent by mutual agreement, the proprietors on the one hand not demanding any exorbitant price, nor the merchants on the other, unreasonably insisting on particular spots, but each conducting with justice and moderation. And any desecration of said cemeteries by subjects of China, shall be severely punished according to law.

At the places of anchorage of the vessels of the United States, the citizens of the United States, merchants, seamen, or others sojourning there, may pass and repass in the immediate neighborhood; but they shall not, at their pleasure, make excursions into the country among the villages at large, nor shall they repair to public marts for the purpose of disposing of goods unlawfully and in fraud of the revenue.

And, in order to the preservation of the public peace, the local officers of government at each of the five ports, shall, in concert with the consuls, define the limits beyond which it shall not be lawful for citizens of the United States to go.

ARTICLE XVIII.—It shall be lawful for the officers or citizens of the United States to employ scholars and people of any part of China, without distinction of persons, to teach any of the languages of the empire, and to assist in literary labors; and the persons so employed, shall not, for that cause, be subject to any injury on the part either of the government or of individuals; and it shall in like manner be lawful for citizens of the United States to purchase all manner of books in China.

ARTICLE XIX.—All citizens of the United States, peacably attending to their affairs, being placed on a common footing of amity and good will with subjects of China, shall receive and enjoy, for themselves and every thing appertaining to them, the special protection of the local authorities of government, who shall defend them from all insult or injury of any sort on the part of the Chinese. If their dwellings or property be threatened or attacked by mobs, incendiaries, or other violent or lawless persons, the local officers, on requisition of the consul, will immediately despatch a military force to disperse the rioters, and will apprehend the guilty individuals, and punish them with the utmost rigor of the law.

ARTICLE XX.—Citizens of the United States who may have imported merchandise into any of the free ports of China, and paid the duty thereon, if they desire to re-export the same, in part or in whole, to any other of the said ports, shall be entitled to make application, through their consul, to the superintendent of customs, who, in order to prevent frauds on the revenue, shall cause examination to be made by suitable officers, to see that the duties paid on such goods as entered on the custom-house books correspond with the representation made, and that the goods remain with their original marks unchanged, and shall then make a memorandum in the port clearance of the goods and the amount of duties paid on the same, and deliver the same to the merchant; and shall also certify the facts to the officers of customs of the other ports. All which being done, on the arrival in port of the vessel in which the goods are laden, and every thing being found on examination there to correspond, she shall be permitted to break bulk, and land the said goods, without being subject to the payment of any additional duty thereon. But if, on such examination, the superintendent of customs shall detect any fraud on the revenue in the case, then the goods shall be subject to forfeiture and confiscation to the Chinese government.

ARTICLE XXI.—Subjects of China, who may be guilty of any criminal act towards citizens of the United States, shall be arrested and punished by the Chinese authorities according to the laws of China; and citizens of the United States, who may commit any crime in China, shall be subject to be tried and punished only by the consul, or other public functionary of the United States thereto authorized, according to the laws of the United States. And in order to the prevention of all controversy and dissatisfaction, justice shall be equitably and impartially administered on both sides.

ARTICLE XXII.—Relations of peace and amity between the United States and China being established by this treaty, and the vessels of the United States being admitted to trade freely to and fro from the five ports of China open to foreign commerce, it is further agreed that in case, at any time hereafter, China should be at war with any foreign nation whatever, and for that cause should exclude such nation from entering her ports, still the vessels of the United States shall not the less continue to pursue their commerce in freedom and security, and to transport goods to and from the ports of the belligerent parties, full respect being paid to the neutrality of the flag of the United States; *Provided*, That the said flag shall not protect vessels engaged in the transportation of officers or soldiers in the enemy's service; nor shall said flag be fraudulently used to enable the enemy's ships, with their cargoes, to enter the ports of China; but all such vessels so offending shall be subject to forfeiture and confiscation to the Chinese government.

ARTICLE XXIII.—The consuls of the United States at each of the five ports open to foreign trade shall make, annually, to the respective governors-general thereof, a detailed report of the number of vessels belonging to the United States which have entered and left said ports during the year, and of the amount and value of goods imported or exported in said vessels, for transmission to and inspection of the board of revenue.

ARTICLE XXIV.—If citizens of the United States have special occasion to address any communication to the Chinese local officers of government, they shall submit the same to their consul, or other officer to determine if the language be proper and respectful, and the manner just and right; in which event, he shall transmit the same to the appropriate authorities, for their consideration and action in the premises. In like manner, if subjects of China have special occasion to address the consul of the United States, they shall submit to the local authorities of their own government, to determine if the language be respectful and proper, and the manner just and right; in which case the said authorities will transmit the same to the consul or other officer for his consideration and action in the premises. And if controversies arise between citizens of the United States and subjects of China, which cannot be amicably settled otherwise, the same shall be examined and decided conformably to justice and equity by the public officers of the two nations acting in conjunction.

ARTICLE XXV.—All questions in regard to rights, wh