First Evening Edition.

TUESDAY AFTERNOON, 2 O'CLOCK.

Sales at the Stock Exchange.....JUNE 13.

$200 Indiana State 5s	74	93 N. Y. Central Railroad	102
$100 Cin. Sandusky & C. R. R.	87	100 do	102
$100 Ohio Bonds	87	50 do	102
$100 do Coupon Bonds	84	50 do	102
$100 Michigan Central Bonds	84	50 do	102
$100 Michigan Southern Bonds	84	50 do	102
$100 Illinois Central Bonds	84	100 Erie Railroad	30
$100 N. Y. Cen. R. R. Bonds	93	100 do	30
50 Mechanics' Bank	148	100 do	30
50 Bank of America	109	100 do	30
5 do	109	100 do	30
50 Continental Bank	103	100 do	30
50 New Jersey Zinc Co.	7	100 do	30
100 Canton Co.	30	100 do	30
100 Pennsylvania Coal Co.	104	100 do	30
50 do	104	15 New & Wor. R. R.	55
50 Cumberland Coal Co.	30	300 Harlem Railroad	17
100 do	30	500 do	17
100 do	30	15 Stonington Railroad	72
100 do	30	100 do	72
5 Evans City Land Co.	4	100 do	72
100 do	3	300 Reading Railroad	77
$2000 N. Y. Transit Co.	17	100 do	77
100 do	17	100 do	77
100 do	17	300 do	77
100 do	17	100 do	77
100 do	17	200 Long Island Railroad	21
100 do	17	100 Hudson River Railroad	61
100 do	17	100 do	61
100 do	17	100 do	61
100 do	17	300 do	61
100 do	17	200 do	61
100 do	17	23 do	61
100 do	17	7 N. Y. & N. H. R. R.	67
50 do	17	5 do	67
$1000 Pelican Copper Co.	20	20 Michigan S. & Ind. R. R.	41
200 Am. Mining Co.	2	65 Michigan Cen. R. R.	100
100 Mich. Copper Min. Co.	6	5 Mich. Southern R. R.	119
100 Chesa. & Tol. R. R.	21	10 Sixth Avenue R. R.	21
100 Chesa. & Ohio R. R.	11	10 Cleve. & Pittsburgh R. R.	70

FIRES.

FIRE IN FRANKFORT-STREET.

About nine o'clock, Tuesday morning, a fire broke out in the four-story building, No. 67 Frankfort-street, occupied on the first floor by G. O. Robertson, manufacturer of moulder facings; upper part by G. Van Houten, cedar ware manufacturer.

The firemen were promptly on the ground, but be... they could subdue the flames the upper portion of the building was nearly destroyed. Loss about $2,000. Insured for $1,200 in the New-York Insurance Company. The building was owned by James Kerrigan, and was damaged to the amount of about $1,500 or $2,000. The fire is supposed to have originated from a stove on the second floor.

FIRE IN DELANCEY-ST.

At 10½ o'clock the same morning a fire was discovered in several bales of hay, which were lying in front of a stable in Delancy-st., near Clinton. The hay was partially destroyed. No damage was done to the stables.

JAPAN.

The ollowing is the most extended account of the transactions of Commodore Perry at Japan that has been made public:

From The Friend of China Extra.

HONG-KONG, Monday, April 3, 1854.

The return to Hong-Kong, yesterday, of the U. S. S. S. Susquehanna, Capt. Buchanan, has placed us in possession of a few more particulars of the United States and Russian expeditions to Japan. The American fleet, it will be remembered, left this harbor on the morning of the 14th of January last. On the 7th of February the steamers left Loochoo, the sailing vessels having left that place about a week before. On the 12th the Susquehanna, bearing the flag of Commodore Perry, anchored in a bay a little to the south of Yeddo, where she found the frigate Macedonia and Vandalia, and the store ship Lexington in sight beating in. (The Southampton store-ship was afterward found to have arrived in the Bay of Yeddo on the same day.) The Macedonian had got on a reef, but a tug from one of the steamers, all three of which arrived together, placed her in deep water the same afternoon. She is not supposed to have received any material injury.

On the 13th of February the steam frigates Susquehanna, Mississippi, and Powhattan, with the Macedonian, Vandalia, and Lexington in tow, steamed up to within twenty miles of Yeddo, bringing up in a place which, on a previous visit, was designated the "American Anchorage." The whole of the surrounding country, including a high volcanic peak called Fudsi Jamma, was found covered with snow; the thermometer was down to 30°, and water froze on the decks.

On the 18th February Commodore Perry shifted his flag to the Powhattan, on board of which vessel negotiations commenced—the Vandalia proceeding to Uraga, where it was intended by the Japanese an interview between the respective Commissioners should take place. A succession of gales prevented the vessel from proceeding further up the bay until the 24th, on which day the squadron got under weigh and ran up off a large town called Kanagawa, from twelve to fifteen miles from Yeddo by water—nine only by land. The houses of Yeddo were plainly enough visible from the mast-heads, and boats from the squadron sounded up to within three miles of the wharves. The Vandalia's visit to Uraga was rendered unnecessary, it being determined, in her absence, to have the council-house erected at a small fishing village called Ye-ko ha-ma, not far from the town off which the squadron had anchored.

On the 1st of March His Excellency Yeizaimon, Deputy Governor of Uraga, and some other high officers were entertained on board the Susquehanna. The bearing of these officials is said to have been frank and friendly in the extreme. Toasts were drank and speeches made, interpretation being rendered by means of intermediate Dutch; and by all that could be ascertained from the temper of the guests, there was every reason to believe that the reply of the Emperor of Japan to the letter from the President of the United States, would be as favorable as might reasonably be expected. At first it was understood that the report circulated by the Russians of the death of the Emperor, was altogether without foundation. From subsequent inquiry, however, the report was found to be true; though no attempt was made to postpone negotiations on mortuary account, as the Russians asserted would be the case; an excuse there is some reason to believe that had effect so far as they (the Russians) were concerned; the Japanese denying most positively that any treaty had been made with them. The Emperor of Japan was 33 years of age when he died—His Majesty's son has been proclaimed successor, though he is not yet crowned.

The sloop Saratoga arrived in the Bay of Yeddo on the 4th of March, and was ordered to prepare for a trip to the Sandwich Islands, by which route, thence to Panama, His Excellency the Commodore announced his determination to forward the earliest report of the result of his negotiations. Early in March an interpreter arrived direct from Yeddo, and on the 5th visited the flag ship. He is said to have been able to converse quite fluently in both Dutch and English, and could read and write our language with facility. He spoke freely of the Emperor, his master, and of His Majesty's willingness to accord commercial advantages to foreign nations. Of coal he said there was plenty, which should be brought from the mines to a depot to be selected by the Americans. This interpreter had only recently returned from Nangasaqui where, he said, the Russians were point blank refused any promise of a treaty.

On the 8th of March, at noon, under an Embassa for a salute from one of the ships, Commodore Perry landed for his promised interview with the Imperial Japanese Commissioners. His Excellency's barge was accompanied by boats from the various vessels of the squadron, to the number of twenty-eight, and beside the boats crews, 400 seamen and marines were conveyed to the shore to form his Excellency's escort. The weather was magnificent, and the landing was effected most successfully. Two other salutes, one for the Emperor, another for the Commissioners, were fired by the boat squadron after his Excellency was on shore.

The result of the interview can only be generalized into the report that the disposition evinced was most favorable to American wishes. Other meetings were determined on, and a warehouse was erected for the special reception of presents for the Emperor, Empress, and Court, which were landed on the morning of the 10th. From the size of the building prepared to receive these presents, the Japanese appeared to have expected a bulkier, if not a more valuable assortment. A plot of ground was cleared, too, for the purpose of laying down the miniature railroad, and a line was marked for working the electric telegraph; of both of which, as forming part of the material presents to the Japanese Court, our readers will, no doubt, already have heard.

March 15, 1854.—A Red-Letter day in the annals of Japan—was the Emperor's reply to the President's requests under perusal on board the flag-ship; and on the 17th Commodore Perry again landed for his second interview with the four Commissioners appointed to negotiate a Commercial Treaty. The names and rank of these officers are said to be as follows: First Commissioner, His Highness the Prince Commissioner Hayashi; Second Commissioner, Ido, Prince of Tamasima; Third Commissioner, Iawa, Prince Mimasaki; Fourth Commissioner, His Excellency Udono, a Member of the Board of Revenue. The names of the Japanese Interpreters of the respective locations are Motosuke Mitsi-Guro and Dr. Samasi Wells Williams.

March 20.—The store-ship Supply arrived from Shanghae, conveying to Commodore Perry the report left by the Vestock of the success in Japan of the Russian Admiral; but the period of the year *fixed by the Russians* for the opening of Japan to the world, was said by the Japanese to be entirely a figment of Russian imagination. The Japanese would only admit that the Russians said *they* would be back in a year."

On the morning of the 25th March, Commodore Perry had his third interview with the Japan Commissioners, a few days before having dispatched the Vandalia and Southampton to examine the harbor of Sinodima, about seventy miles south of Yeddo, one of the places indicated by the Japanese as fitting for a factory.

Were we to give in this journal as certain facts the whole of what we have heard as having been effected by Commodore Perry in his negotiations, it would speak ill for American diplomacy in allowing so much to transpire. Without infringing any reasonable requirement, however, we are permitted to say that the following detail is not far from a correct summary of the principal advantages:

Two ports are given to trade—Matsmai in Yeso, and Sho-di-ma, before mentioned; and in addition to these places with trading residents, another location is promised contiguous to the coal country. At first the Japanese Commissioners spoke of one year for the coal station, and five for the trading places, as periods within which they promised the warm endeavor of their Governments to prepare the people for the new regulations. The laws of the empire, they said, were very strict against trading of any kind, except at Nangasaqui, with the Dutch. To these lengthy periods, however, his Excellency Commodore Perry temperately, though firmly, objected—insisting on the coal depot at once, and trading port within a year.

As regards the terms of treaty, the basis of that with China is said to be from the leading feature. This we think is to be regretted. Ports in Japan as well as in China, should be as free as the harbor of Hong-Kong, where duty on our Island's sole production—Granite, is collected by the Government from the stone quarry farmer. Com. Perry, it is said, offered to embody the clause in the treaty for participation by all the world in the advantages he desired, but to this proposition the Japanese Commissioners demurred, expressing, however, a willingness to make separate treaties on similar terms with any other nation who might seek them in a peaceful manner. Directly the treaty is concluded, Capt. Adams, in the Saratoga, will leave with dispatches; but as it is said Com. Perry intends to remain on the Japanese Coast for at least two or three months, we presume His Excellency is prudently determined upon doing what is to be done in a quiet, steady manner, and without any unnecessary haste.

The miniature Railway, and five miles of Magnetic Telegraph, created great astonishment. Arranged with Japanese characters there was much amusement among the natives of the extremes of the line at the rapidity and ease with which a conversation could be carried on, additional wires being ordered to be prepared immediately, so that they might carry the communication up to the capital. The railway was taken round a circus of some fifty yards in diameter—or nearly a tenth of a mile in length. The locomotive with its tender and car was made to travel at the rate of forty miles an hour. Of course the action of these machines was only intended as a small exhibition of Western science. The curiosity of the Japanese appears ...en highly excited by the beautiful symmetry of ...acedonian, and artizans were engaged in measuring her, as they said for the purpose of building her counterpart.

One of the marines of the Mississippi dying while the squadron was lying in the bay of Yeddo, an occasion was given to apply for ground for a cemetery. Sufficient space for ten interments being allotted, the marine was ...ied with all the honors of war. In conclusion we have ...y to say that the Susquehanna reports her own and the ...ows of the rest of the squadron, as in excellent health and fine spirits. She was eight days on the run from Yeddo to this port.

From The China Mail, April 5.

The Susquehanna arrived from Japan on the 2d, bringing the gratifying intelligence that Commodore Perry had succeeded in the objects of his mission in a manner that will confer honor on his country and enduring fame on himself. The precise terms of the commercial treaty had not been definitely arranged when the Susquehanna left the Bay of Yedo, on the 24th March, but enough had been done to establish a friendly feeling between the two countries. The opening of three or more ports to the commerce of America, and the furnishing of coals for its steamers, may be considered as matters settled, and Captain Adams held himself in readiness to proceed in the Saratoga to bear the intelligence to the Government at Washington.

We are enabled to furnish our readers with a detailed narrative of the proceedings in Japan, from which it will be seen that nothing could have been better or more fortunate than the course pursued by Commodore Perry. Indeed, we feel pretty certain that the most skilful diplomatist in Europe could not have brought matters to so speedy, pacific and successful an issue. Commodore Perry was known as a brave as well as accomplished seaman, but it was thought he had rather a propensity for fighting, which, indeed, with such means at his disposal, and such people to deal with as the Japanese were ignorantly presumed to be, was deemed inevitable by most, though, as our pages show, not by every one. Here, however, he has disappointed the world, and perhaps not a few in his squadron; but he has done what we did not do in China, and it was not expected any one could accomplish in Japan—he has peacefully and amicably opened it to the intercourse of his countrymen, without firing a shot or using an angry word.

Commodore Perry, in the Susquehanna, left the harbor of Hong-Kong on the 14th January, accompanied by the Powhatan and the Mississippi—the sailing vessels Vandalia, Southampton, Supply and Lexington having some time before proceeded to the rendezvous at Napakiang in Loo Choo, where the squadron met on the 21st of January. Nothing of importance occurred at Loo Choo beyond visiting the capital, Shuidi, with the temples and forts, and admiring, as others have done, the picturesque and surpassingly beautiful scenery of the island.

The sailing vessels were dispatched for Japan on the last day of January, under command of Captain Abbott, the steamships following on the 7th February, and, along with the sloop-of-war Saratoga, from Shanghae, joining the sailing vessels in the waters of Japan on the 12th, without accident beyond the temporary grounding of the Macedonian, which was lightened and speedily got off. The whole squadron then proceeded and anchored in the bay of Yedo, passing Uraga, where last year the interview and the delivery of the President's letter took place. A few small forts, mounting ten or twelve guns each, were observed, but made no hostile demonstrations. Boats were not allowed to come alongside until the vessels had taken their stations, and then the government officers were directed to the Powhattan, (to which the Commodore's flag had been removed,) where they had an interview with the fleet Captain, Adams, to whom, after the exchange of compliments, the Japanese stated that in a few days a special officer would be sent from Yedo to meet the Commodore and arrange everything in a courteous, frank, and friendly manner; but they objected that the vessels had come too far up, and recommended their return to Uraga, where the Emperor desired the meeting should be held as before; and that point they considered of more importance than talking about the weather, which subject seemed to be the *pieceller* of conversation in Japan as in all the rest of the world. We believe this was nearly all that passed durin the first interview, and the deputation took leave in good humor, which grew to merriment upon Captain Adams suggesting that perhaps a more favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

The following day (14th) another interview was held on board the Powhatan, when the Japanese renewed their urgency about the meeting being held at Uraga, where on the previous occasion everything had passed in so amicable and pleasant a manner, and to which the Commodore had said he would return. Finding that Uraga was still objected to, they then proposed Kamakowa, where the Macedonian had got ashore, and which they held to be a much more convenient place than Kanagawa, between the present anchorage and Yedo, as suggested by Dr. S. W. Williams. But after much talk on the subject, the Japanese at length left it to the Commodore to select a place for the interview. Before taking leave, the deputation said if the ships needed water or provisions, boats would be sent with supplies; but they were told that, except water, nothing else was likely to be required.

After mature consideration, Commodore Perry decided to send Captain Adams in the Vandalia to meet the Governor of the Province at Uraga. Capt. Adams was there informed by the Governor that everything was ready for considering the terms of a treaty between Japan and the United States, and if the Commodore (or, as he was termed, the Admiral) would come to Uraga, it would be concluded before the going down of the sun. It is supposed, however, that what was here meant by a treaty was a favorable reply from the Emperor to the President's letter on the subject. But Captain Adams reiterated that the Commodore would not come to Uraga, where he had found the anchorage to be indifferent, but would meet the Japanese Commissioners at Yokohama, off the present anchorage of the flag ship, ten to twenty miles from Uraga. Capt. Adams rejoined the squadron on the 24th February, and the following day the Japanese officers visited the flag ship to settle the place of meeting, when the Commodore, among other things, told them that, having been entrusted with so many ships, which were seventeen thousand miles from home, he was reasonably anxious about their safety, and experience had proved to him that Uraga did not offer so secure an anchorage as where they now lay. Some discussion ensued, but finally it was arranged that the meeting should be held at Yokohama.

Eleven days afterward the meeting took place, and in the interval, entertainments were interchanged by the American and Japanese officers. At one of two given by Capt. Buchanan, the Governor of Uraga, as we have seen in Keying and other high Chinese officials, as once fed in with foreign observances in toasting and speechifying, Capt. Buchanan proposed the health of the Emperor of Japan, which was drunk standing "with all the honors," and was acknowledged by the Governor of Uraga, who in return similarly proposed the health of the President of the United States. The Japanese took their liquor freely, especially champagne and liqueurs, greatly admiring the glassware that contained them, and expressed a hope that the time was at hand when they would be at liberty to visit foreign countries in steamers and ships of three masts.

It was during this interval that an officer of the squadron approached Yedo, and if he did not actually enter it, at least was near enough to judge of its appearance, and to ascertain, what, however, we believe a surveying party had done before, that close to the shore there is five fathoms water, so that it can be approached by large ships. The city is in the form of a crescent, and stands on an extensive plain, with a magnificent background of mountains and wooded country; but it seems to possess no striking public buildings, while the dwelling houses are generally of one story, and therefore present nothing imposing in their apparance, except their vast numbers and the space they occupy. The population of the capital has, however, been greatly exaggerated, for though it is certainly great, the Japanese officers themselves placed Yedo third among the cities of the world, London, they said, being the first, and Paris the second.

On the 8th, the preparations were completed for the reception of the Commodore, who, by the by, insisted on the removal of the screen-work which extended from the shore to the hall, and which shut out the public gaze. Between 11 and 12 o'clock, the marines having been mustered by Major Zeilin, twenty-nine boats belonging to the squadron, manned with armed seamen and under command of Captain Buchanan, conveyed the cortege to the shore and waited the arrival of the Commodore and suite, consisting of Captain Adams, Dr. Williams, the interpreter, and the secretary, Mr. O. H. Perry, who arrived about noon under a salute of seventeen guns from the Macedonian, the men in the boats standing up and the officers on shore being uncovered. The procession then moved forward, the band playing "Hail Columbia" and the "President's March."

On entering the hall, the Commodore was received by four Commissioners appointed for the purpose. They were:

First—Hayashi, with the title of Daigaku no Kami, or Prince Corrector.

Second—Ido, Prince of Tamasima, (the group of islands lying between Corea and Japan.)

Third—Idzumo, Prince of Mimasaki, (a principality lying west of Miaco.)

Fourth—Udono, second assistant of the Board of Revenue.

The party being seated, the flag of Japan was run up on board the Powhatan, and saluted with twenty-one guns from the launches, after which another salute of seventeen guns was given to the Japanese High Commissioner, who, through the interpreter, presented his compliments and welcome to the Commodore and his officers, and particularly inquired about the health of the former. At a signal given, the servants in attendance brought in lacquered stands with tea and saki, sweetmeats, and other conserves, and placed one beside each officer. The regalement seems to have been much the same as that which in China generally precedes the transaction of business with foreign officials; and while it was going on, there was little to make a note of the place of meeting. The hall, which had been run up with great celerity, was about fifty feet long, forty wide, and twelve feet high, and surrounded with magnificent japanicas, some of them thirty feet in hight, and in full bloom. Seats and tables about two feet high, covered with red cloth, extended the whole length of the apartment. The floor was covered with white mats, about three feet long by two wide; and the place was heated by highly ornamented braziers placed on beautiful Japan stands. The pillars supporting the erection were ornamented with purple crape, and the walls were richly adorned with paintings of birds and flowers. The hall was situated about five hundred yards from the landing place, and was commanded by the ships, which lay with their broadsides to it. Several native artists were present taking sketches of the strangers.

The refreshments being over, the Commodore and his personal staff were conducted by the Japanese Commissioners into another room in the rear, the entrance to which was covered with purple crape. The interview lasted three hours, and as to the principal matter, was highly satisfactory. A very favorable answer was given to the President's letter, which we presume was in terms a repetition of President Fillmore's; and it is stated that Commodore Perry was fully satisfied on all points suggested to him, which, we again presume, were in accordance with Mr. Secretary Webster's letter of instructions to Commodore Aulick, accompanying the first letter to the Emperor. A draft treaty, in English, Dutch, Chinese, and Japanese, was put into the hands of the Japanese Commissioners, who said that it would receive due consideration; but the old Emperor had died since Commodore Perry was there last year, and his successor was a young man, who would require to consult his Council before giving a final answer; and the Commodore was reminded that the Japanese did not act with the same rapidity as Americans did; which was thus illustrated: Should several Japanese meet together, desiring to visit the American ships, one would say, "It is a beautiful morning" to which another would add, "How pleasant it is!" Then a third would remark, "There is not then "a wave to be seen upon the water;" at length a fourth would suggest, "Come, let us go and see the ships."

That the preliminaries of a treaty would be settled during the present visit, was, however, more than probable. Its leading provisions, it is said, will be the opening of three or more of the ports of Japan to the commerce of the United States, and securing supplies of coals for the steamers of that country. In other respects the treaty, concluded or proposed, is understood to be nearly a counterpart of that with China, except, it is said, that the Japanese objected to a clause admitting all other countries to the same privileges as America; not like the Chinese, from whom, and not from Sir Henry Pottinger, as is generally supposed, the privileges of the English treaty were extended to all foreign countries. The Japanese would manifest more sagacity, and save themselves from incalculable vexation, were they to determine on allowing other nations to enjoy the same immunities as America, and no other, modeling all future treaties on precisely the same terms. But nothing can be as yet certainly known on the subject, for the Susquehannah having been placed at the disposal of Mr. McLane, the Minister to China, and being under orders to be in Hong-Kong in the beginning of April, was dispatched on the morning of the 24th March, the very day a conference was to have been held for the purpose of considering the treaty.

As most of our readers may have forgotten the precise tenor of President Fillmore's letter to the Emperor of Japan, and as it is not long, we here insert it, appending an outline of Mr. Secretary Webster's instructions to Commodore Aulick, to whom the mission was originally intrusted:

I send you, by this letter, an envoy of my own appointment, an officer of high rank in his country, who is no missionary of religion. He goes by my command, to bear to you my greeting and good wishes, and to promote friendship and commerce between the two countries.

You know that the United States of America now extend from sea to sea; that the great countries of Oregon and California are parts of the United States; and that from these countries, which are rich in gold and silver and precious stones, our steamers can reach the shores of your happy land in less than twenty days.

Many of our ships will now pass in every year, and some perhaps in every week, between California and China. These ships must pass along the coast of your empire; storms and winds may cause them to be wrecked on your shores, and we ask and expect from your friendship and your greatness, kindness for our men and protection for our property. We wish that our people may be permitted to trade with your people, but we shall not authorize them to break any law of your empire.

Our object is friendly commercial intercourse, and nothing more. You may have productions which we should be glad to buy, and we have productions which might suit your people.

Your Empire contains a great abundance of coal. This is an article which our steamers, in going from California to China, must use. They would be glad that a harbor in your Empire should be appointed, to which coal might be brought, and where they might always be able to purchase it.

In many other respects commerce between your Empire and our country would be useful to both. Let us consider well what new interests may arise from these recent events, which have brought our two countries so near together, and what purposes of friendly amity and intercourse this ought to inspire in the hearts of those who govern both countries.

The first half of Mr. Secretary Webster's instructions is devoted to the subject of coals, that being apparently the leading object of the mission; but Commodore Aulick was to avail himself of any and every opportunity of being brought in contact with Japanese officials, either in treating about coals, or in delivering over certain shipwrecked Japanese, to impress upon them "that the Government of "the United States does not possess power over the religion of its own citizens, and there is, therefore, no cause "to apprehend it will interfere with the religion of other "countries." This point, not without reason, as afterward appeared, was held to be of the first importance, for even the question of commercial intercourse was made subsidiary, its success being regarded as unpromising; but in order to provide for any "inevitable contingency," the Commodore was invested with power to negotiate a treaty, and was furnished with copies of those with China, Muscat, and Siam, as models, the two latter containing guarantees for the protection of American sailors and property which may be cast ashore, which Mr. Webster held to be more important than opening "one or more of the ports of "Japan. If, however, the Commodore should succeed in effecting a treaty, Mr. Webster concludes by saying, "it would be prudent to fix the period for exchanging the "ratifications at three years."

During the conference on the 8th, Commodore Perry mentioned that one of the marines had died, and he was desirous of having a piece of ground pointed out where this man and any others of the squadron that might die in Japan could be buried. The Commissioners first suggested Nangasaki, and next Uraga; but on both being objected to, a spot near the place of meeting was fixed upon. An account of the funeral by Capt. Slack, the officer commanding the marines, is given in another column, and cannot fail to be read with interest. We have only to add that before the funeral took place the Japanese officials came on board to view the body, for which purpose the coffin was opened; and after the burial one of them remarked that, according to the inscription of the lid, the man was a native of Ireland, not of America; but the explanation that followed proved quite satisfactory. In the course of the arrangements for the funeral, the prudence of President Fillmore and Secretary Webster's assurance on the subject of religion was shown. The Japanese said they had observed it with pleasure, and quite understood the distinction between Protestants and Roman Catholics.

Before the interview broke up, the Commodore mentioned that he proposed to give his officers leave to go on shore for recreation. To this no great objection was made, and we believe that, within a few days afterwards, several of the officers were taking exercise on shore. The Rev. Mr. Bittinger, the Chaplain, made several excursions among the villages and cornfields, which last he found in high cultivation. The houses were generally thatched, but those of the better sort were covered with tiles, having yards and small gardens within enclosures.

The following day, the same gentleman, finding the people rather narrowly not indisposed to receive him, and, having obtained leave to go on shore, determined to visit two large cities some miles off, called Kanagawa and Kawasa, and with that view crossed an arm of the bay, which shortened the distance by several miles. He then proceeded through Kanagawa, supposed to contain from one to two hundred thousand inhabitants, and, from the immense crowds that poured out everywhere to see the stranger, there can be no doubt of the population being very great. The crowds, however, caused no inconvenience or impediment, for, on a wave of the hand from the Japanese officials who accompanied Mr. Bittinger, the people cleared a passage; and afterwards, a messenger having been sent forward for the purpose, the people packed themselves at the sides of the houses, and left the center of the streets clear for the stranger.

He entered some of the houses, which he found primitive in their furniture and arrangements, but compared with other Oriental dwellings of the same class, neat, clean and comfortable. In some of them he observed clocks of Japanese manufacture. He also visited several temples, which, though smaller than in China, have more gilding on their walls and ornaments on their idols, and generally are in better order. The priests as well as the people were distinguished for their courtesy. The cities visited were not only very extensive, estimated to be six miles long, but with wide, well-formed streets. Kanagawa is from fifteen to twenty miles distant by land from the ships, and Mr. Bittinger being thus necessarily long absent, some anxiety was felt about him. As he was returning, a Japanese officer put into his hands an order from the Commodore for all officers to return on board; and shortly afterward, a courier, mounted on a splendid black horse, delivered a similar dispatch, and finding it was understood and acted upon, turned round and galloped back again to report the approach of the American officer, who continued his journey by torch-light, and found on his arrival that everything that had occurred had been noted, even the number of buttons on his coat being recorded.

Four days after the interview the presents were interchanged, time having been required to erect places for their reception. These for the Emperor consisted of, among other things:

A railway with steam engine.	A life boat.
An electric telegraph.	A spinning piece.
A surf boat.	A fire extinguisher.
A set of Audubon's American Ornithology, splendidly bound.	
Pianos of American Indians.	
Maps of different States of America.	
Agricultural implements, with all the modern improvements.	
A piece of cloth.	A stove.

A bale of cotton.	Rifles, pistols and swords.
Champagne, cordials, and American whisky.	

And for the Empress (presuming there is one):

A telescope.	A handsome set of china.
A lorgnette in a gilded case.	A mantelpiece clock.
A lady's toilet box, gilded.	A [illegible]
A scarlet velvet dress.	A [illegible]
A splendid [illegible]	A box of perfumery.
Audubon's illustrated works.	A box of fancy soaps.
A [illegible] silk dress, flounced.	

Among the other presents, perhaps the one most valued was a copy of Webster's complete Dictionary to the imperial interpreter. To the high officers were given books, rifles, pistols, swords, wines, cloths, maps, stoves, clocks and cordials, the last of which they fully appreciated, and, as regards clocks, when it was proposed to bring an engineer from shipboard to set them agoing, the Japanese said there was no occasion for that, for they had clockmakers in Yedo who understood them perfectly. They were curious to know, however, about Ericsson's caloric engine, of which they had heard; but from the Commodore, at any rate, we suspect they would not receive a very favorable opinion of its practical utility.

Whatever may be thought of some of the other presents, the railway and telegraph, at which the world at the time were disposed to laugh, were happy hits. The rail is only about three hundred yards in all, but being formed in a circle, the carriage can be driven at the rate of forty miles or more. Just at first the Japanese were chary of venturing into the car, but after a single trial there was much good-humored competition for places. The telegraph much more astonished them; but they will speedily understand it, and may possibly by this time be laying down wires for themselves.

FUNERAL OF AN AMERICAN SAILOR.

From the China Mail, April 6.

One of the standing opinions about the Japanese, destined to be thrown down by Commodore Perry, has been, that they were invincibly intolerant of christianity. Indeed, this has generally been assigned as a main reason for their exclusiveness. To the emblem of the cross they still object, but the story of the expelled Portugese, that every christian landing at Japan was required to trample on it, or on the representation of the Virgin and Savior, must, if true, have been almost entirely confined to themselves and their co-religionists. More recent writers, who have been able to deny that such is now the custom, tell us the "practice of religious rites is prohibited by irrevocable "Japanese laws;" but the following narrative of the funeral of a marine of the United States squadron, shows that there is as little foundation for the one statement as for the other:

On the 8th of March, the day following the first meeting between Commodore Perry and the Imperial Commissioner from Yedo, to negotiate the terms of a commercial treaty, a soldier's and a Christian burial was given to a marine, Robert Williams, who had died a few days before on board the steamer Mississippi. The party detailed for this purpose, consisted of several officers, one of them the Chaplain in his gown, an escort of eight marines in charge of a corporal, and four marines as bearers of the corpse. Two boats left the ship; one containing the officers, and the other the body and escort. Upon reaching the shore the party was met by several Japanese officials, ready to conduct them to the grave. The escort landed first, and received the body with the usual honors. The little procession was then formed; first the escort, followed by the music, drum and fife; next the body borne on the shoulders of four messmates; and then the Chaplain with the other officers, and a few sailors from the boats bringing up the rear. In this order, with the music playing a dead march, the party moved to the grave, winding through the streets of a village a distance of nearly half a mile. On either side of the road, and on the surrounding hills, at the foot of one of which the grave had been made, thousands of people, men, women and children, could be seen, all manifesting eager curiosity to witness a sight so entirely novel in their land.

I could not but think as we passed along, how strange, not only the procession, but each of us individually, must appear to that eager throng, not one of whom probably had ever before looked upon the face of a stranger from a foreign country; and yet there was no undue noise made, or apparent alarm on the part of any of them—only intense interest in observing what was passing before them. As we neared the grave, which occupied a very pretty spot, the voice of the chaplain could be heard: "I am the resurrection and the life, saith the Lord; he that believeth in me, though he were dead, yet shall he live, and whoever liveth and believeth in me shall never die." As we gathered round the grave, and the reading of the beautiful and touching burial service proceeded, the scene was one of unusual interest; for the time and place, and circumstances all conspired to make it, as an incident, honorable to our short sojourn in a land where for centuries, it is said, the symbol of our religion has been trodden under foot. The church burial service ended, the escort fired three volleys over the grave. I had expected that on this there would have been some commotion among the crowd, but I noticed only, at the first discharge, that for a moment there was a slight movement, as of surprise, and then all were again quiet and attentive observers.

Having now committed to the earth, with all due honor, the remains of our deceased shipmate, the procession was returned, and with music to the front again passed through the village and the thousands of spectators to our boats on the beach. Here we took leave of the officials, who throughout the entire ceremony had conducted themselves with great propriety, and extended to us every civility, and returned to the ship, pleased with the consciousness of not only having witnessed, but assisted in giving such honors, in such a place, to a deceased brother. W. S. S.

THE RESOURCES OF JAPAN.

Foremost among the resources of Japan are its fisheries. The sea and its productions, we believe, contribute fully as much to the sustenance of the natives as do the fruits of the earth—rice, perhaps, excepted. One of their productions has a value which is not confined to the spot, but extends to us—to our enterprize, and our trade—we mean the whal, or, as they call it, *kudsari*. There is nothing of which such extensive use is made by the Japanese, both for rich and poor. It is found all around Japan, but particularly in the sea Keumono, the most important territory of the Empire; and it also prevails in the islands of Tousima and Goto, and upon the coasts of Omura and Nomo. These whales not only afford oil in great abundance, but their flesh, which is considered very wholesome and nutritious, is largely consumed. No part of them, indeed, is thrown away—all is made available to some useful purpose or another, excepting only the large shoulder bone. The skin, which is generally black, the flesh, which is red and looks like beef, the intestines, and all the inward parts, besides the fat or blubber, which is boiled into oil, and the bone which is converted to innumerable uses—all is made available to purposes of profit. We have gone into these few particulars respecting the whale because it is that which has brought our countrymen into contact with Japan. Many of our ships have for some considerable time past frequented those seas for capturing the whale, an occupation which, it is found, might be pursued with great advantage under a commercial treaty with the Government of Japan, whose inhuman laws at present not only prevent any assistance being rendered to shipwrecked mariners, but expose them to positive maltreatment, and even to violent death. To obtain redress in this respect was the primary object of Commodore Perry's expedition.

Japan abounds in natural and artificial productions of great value. Its mineral riches are enormous, and include metals of various kinds, especially gold, silver, and copper. Sulphur and nitre are also found in large quantities; there is no want of coal, and there are precious stones of almost every variety; agates, sapphires, jaspers, cornelians, and even diamonds; while pearls are found in great plenty among the shells upon the coast. Then the fertility of the soil is very great. The mulberry tree grows extensively and affords food for countless swarms of silk worms. The *Kadsi*, or paper-tree, serves innumerable useful purposes, including the manufacture of cloth, stuffs and cordage. The *cirasi*, or varnish tree, is another valuable production of the country, yielding large quantities of a milky juice which the natives employ to varnish, or *japan* as we call it, various articles. Then there are the bay-tree, the camphor-tree, the fig-tree, the cypress-tree, with very many more, all more or less valuable, and from which a great variety of useful things are made; and last, though not least, there is the tea-shrub, from the leaves of which the common drink of the people is brewed, and which is capable of yielding a valuable article of commerce. Trees growing nuts of various kinds are abundant; the maple is extensive and excellent; bamboos are very plentiful, and of great use, as they are everywhere in the Indies; they cultivate as much hemp and cotton as they can find room for in their fields; and as to rice, which is the main food of the natives, that grown in Japan is considered the best in all Asia, and it can be produced in almost any quantity. Their corns are of several sorts; besides the *kome* or rice, there are the *cosmugi*, a kind of barley; the *komugi*, their native wheat; and the *dadsou*, a species of bean,—all of which abound with superior farina.

The manufactures of Japan have hitherto been confined almost exclusively to their own domestic wants; but many of them are nevertheless valuable as articles of export. Our adoption here and throughout Europe of the term *japan*, as applied to certain kinds of varnished ware, indicates how well known has been their secular excellence in, if not their invention of the useful art. They make various articles from the paper tree resembling our *papier mache*, which they paint and varnish very highly—and these might form objects of considerable trade. Their silks, muslins, and cotton goods are most of them very superior, and some of them are calculated to become highly fashionable; and their carvings in wood, ivory, pearl and fish-bone, are most ingenious and elegant. These are but a few of the products of their handicraft; but they are sufficient to show, taken in connection with their natural productions, how varied and how valuable are the resources of the Japanese.

LAW INTELLIGENCE.

SUPERIOR COURT—Before Judge BOSWORTH.

Lasting Observatory Association set. Ernst Greenfield and Waring Lathe.

To recover for first quarter's rent, due October, 1853, of part of the Lasting Observatory at Crystal Palace, already referred October by plaintiff, $100, being amount.

HOLLOWAY'S PILLS an admirable remedy for INDIGESTION and DISORDERED STOMACHS.—The widow of an officer in the Army residing at Southampton, who had lived several years in India, suffered there so dreadfully from Liver Complaint and Indigestion, that she could scarcely ever keep any food on her stomach, and her system became thereby so debilitated that she was reduced to a complete skeleton, and suffered continually from sick headaches and nervousness. On her return to England she commenced taking HOLLOWAY'S PILLS, and in the course of six weeks she universal production removed all traces of these distressing complaints, and she now enjoys the best of health.

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Second Evening Edition.

FOR STEAMBOATS, RAIL