which can so strongly remind one of '50 as a visit to this flourishing locality. The free and easy style of the people, the abundance of cash, and the good will with which 'tis spread, all indicate diggings as rich as they are represented. We saw, while there $27 washed from a pan of dirt.

IOWA HILL.—From what we can learn by our observation, and by conversing with miners and others at Iowa Hill, we are convinced that that region is bound to prove the best mining country yet discovered. The diggings are deep, and we could not learn of an instance where a company had failed to find rich paying dirt after getting fairly in. At any rate, it is the most extensive and thorough prospecting enterprise ever commenced in this country.

Miscellaneous.

HORRIBLE MURDER.—A horrible murder took place yesterday afternoon on board the English ship Lord Dufferin, lately arrived from Liverpool. From reliable sources we have gleaned the following particulars of this lamentable affair:—The carpenter of the ship, named John McGowan, went on shore without leave, which coming to the knowledge of the captain, he informed him that should he presume to do so again, his wages would be detained. Some altercation ensued between them, which resulted in the carpenter's stabbing the captain with a half-inch chisel in the region of the lower ribs. The captain immediately ran forward, exclaiming that he was stabbed by the carpenter, and fell overboard. He was picked up by some boatmen who happened to be alongside, and conveyed ashore, and subsequently placed in a carriage to be taken to the Hospital; on the way thither, however, he died. Instead of proceeding to the Hospital, his body was taken to the Coroner's office. On a *post mortem* examination, deceased was found to have been stabbed in the left breast, penetrating the lower part of the heart—the vena cava being completely severed by the instrument with which the wound was inflicted. The murderer, John McGowan, was arrested by special officer S. A. Redfield, and given into the custody of the Marshal, by whom he was conveyed to the police lock-up to await an examination. The deceased's name was Matthews, and it is said that he leaves a wife and two children in Britain.—*Alta California, June 15.*

LYNCHING IN MARIPOSA.—The Mariposa *Chronicle* states that a few days ago, at a fandango house, kept by a Mexican in Hornitas, a trifling difficulty occurred between a butcher of that place, named Thompson, and a Mexican. The Mexican ran against Mr. T., whereupon he thrust him back with his hand, drawing his pistol at the same time. The Mexican retired for a short time, but being hissed by a crowd of his countrymen, he drew his knife and plunged it into the breast of Mr. Thompson, inflicting a dangerous wound. The Mexican was immediately seized by a crowd, and hurried to a tree near by, where he was strung up to a limb and left. We regret the necessity for such acts, yet cannot condemn, as it is by such decisive measures alone that we can gain security for either lives or property. The wounded man is not expected to recover.

MURDER IN TOULUMNE COUNTY.—We are indebted to the attentive express messenger of Wells, Fargo & Co. for the following account from Sonora of the discovery of the bodies of two men, who were supposed to have been murdered. News reached Sonora on the evening of the 11th inst., that a man named Stringer had been murdered near Jamestown, his body having been found about one mile north of that place. The deed was probably committed on Thursday last—the murderer, to all appearance, having concealed himself in a clump of bushes near by, shooting his victim as he passed, putting two balls through him—one through the head, the other through the body. His team was found near the spot, in a starving condition. An inquest was held on the body by the coroner. The verdict has not yet transpired. Another man, named Kelly, was found murdered in his cabin, near Brown's Flat. It is supposed he was murdered for his money.—*Sun, June 14.*

SHOT BY AN INDIAN.—It is stated in the Shasta *Courier* that a white man by the name of Miller, a German, was shot in the back by an Indian, near Moody's rancho, on the 6th instant. It appears that Miller was in company with a number of Indians, among whom he has been for some time domiciliated—having attached himself to the tribe for the love he bore a brave warrior's dusky daughter, the lovely Pel Kiketchim, which, being interpreted, means Red Handkerchief—it having been one of those articles that first attracted her maiden affections, and ultimately, by its exceeding brilliancy of hue, induced her to crown her fond lover with more than celestial bliss. Having a shot gun with him, heavily charged, he gave it to an Indian to carry, in whose hands, with the muzzle pointing directly towards Miller, it accidentally went off, lodging the entire load in the lower part of the unfortunate man's spine. He will hardly recover.

FORTUNATE ESCAPE FROM A GRIZZLY.—A few days since two of our citizens, whilst out on a hunting expedition, about sixty miles from Oakland, beyond, but in the direction of Livermore's ranch, discovered a grizzly, which, however, was not aware of the presence of the hunters. One of them, who was armed with a rifle, dismounted his horse, and taking advantage of the chapparal, approached him within a distance of fifty yards, and fired, the ball not taking effect. The bear made for his assailant at a rapid pace, who stood his ground, and hit him a blow with the butt end of the rifle. The bear seized it in his mouth, and bit a piece of the stock entirely out, at the same time striking his adversary a blow with his paw, fortunately inflicting no more serious damage than depriving him of one leg of his pants, and hurling him several yards down the side of the hill. At this interesting crisis of affairs, hunter No. 2, galloping up, discharged a five inch Colt's revolver, the ball from which passed completely through the animal's heart. Strange to relate, he lived half an hour after receiving the wound.—*Alameda Impress.*

ANOTHER DUEL.—Two Chinamen having had a difficulty about a woman, concluded to imitate the example of their betters, and fight it out. They accordingly selected their friends and went out near the Lake House to settle it. The weapons used on this extraordinary occasion were heavy bamboo sticks, about six feet in length. The combatants proceeded to lay it on each other most beautifully, and cracked skulls would have been the result, had not one of the parties run off, "his legs doing their speedy utmost."—*Commercial Advertiser.*

Marriages, Births and Deaths.

MARRIAGES.

At Petaluma, May 29, by the Rev. Harvey Hadley, Mr. Chas. Justus, of Johnson's Ranch, Sutter county, to Miss Charlotte M. C. F., eldest daughter of John J. Linn, of Petaluma.

On the 27th April, in Rogue River Valley, by the Rev. T. F. Royal, Jesse Robinson, M. D., formerly of Otsego, N. Y., and Miss Lavina J., daughter of Isaac Constant, Esq., formerly of Springfield, Ill.—all of Rogue River Valley.

At Campo Seco, on the 25th May, by E. R. Beatty, Esq., Mr. Nathan W. Spaulding to Miss Mary P. Clinkenbeard, of Campo Seco.

On Sabbath, May 28th, at Dr. Olendorf's, on Clear Creek, by Rev. H. B. Sheldon, Mr. Richard P. Wheelock to Miss Elizabeth Ellis, both formerly of the State of New York.

At Hillman's Temperance House, on the evening of the 5th June, by Rev. R. McElroy, Mr. David Ball, of Union city, to Miss Ann Jane Maybee, of Wilmington, Delaware.

At the Aldrich Hotel, on the 24th May, by the Rev. David M. Higbee, Mr. Aldrich and Miss Caroline L. Williams, all of Sacramento.

At the Swiss Consulate, by R. Kellersberger, Vice Consul, Henry Luchsinger to Barbara Freichler, both from Switzerland.

At Mud Springs, on the 14th May, by Geo. W. Stafford, Esq., Bradford Hammer to Miss Mary Snyder, both of El Dorado county.

At Benicia, on Saturday evening, the 3d June, by the Rev. Mr. Woodbridge, Mr. Thomas Roberts, of Stratford, Ct., to Mrs. Mary A. Douglass, of Columbia, Tuolumne county.

At the Methodist Episcopal Church, in Fiddletown, on Sunday, the 4th June, by Rev. S. A. Davidson, Edward A. Kingsley, Esq., of Volcano, to Miss Margaret Ray, of the former place.

In Sacramento, on the 7th June, by the Rev. J. A. Benton, Mr. H. S. Byam, of El Dorado county, to Miss Helen A. Bullard, of Sacramento.

In Sacramento, on the 7th June, by Justice Shoemaker, Jacob Rommell, of San Francisco, to Miss Elizabeth Magerle, of Sacramento.

In Mariposa, on the 15th June, by James Gaines, Esq., Mr. Samuel H. P. Boss to Mrs. Modest L. Ruddle, all of that county.

In San Francisco, June 6, by Rev. A. Williams, Mr. David R. Jones to Miss Ann Jenkins.

In San Francisco, June 7, by Rev. A. Williams, Mr. Jos. Hamilton to Miss Matilda Young, both formerly of Londonderry, Ireland.

In San Francisco, June 8, by Rev. A. Williams, Mr. Wm. Lloyd to Mrs. Jane Jones.

In Stockton, June 7, by Rev. Bishop Kip, Mr. R. R. Reid, resident physician of the Insane Asylum, to Miss Matilda B. Masters.

At the Methodist Episcopal church in Fiddletown, on Sunday, June 4, by Rev. S. A. Davidson, Edward A. Kingsley, Esq., of Volcano, to Miss Margaret Ray, of the former place.

At Crescent Ferry, Umpqua county, on the 13th of April last, by S. F. Chadwick, Esq., Mr. Jas. T. Cooper to Miss Harriet Dimmick, daughter of Ziba Dimmick, Esq., all of Crescent City.

In Plumas county, May 23, by Justice Starks, Mr. L. W. Gates to Miss Frances E. Ward, daughter of Judge Ward, of Indian Valley.

In Crescent City, June 7, by J. R. Rosborough, Esq., Pierre Le Guerval, proprietor of the Paris Hotel, and Anita Gonsales, formerly of Hermosillo, State of Sonora, Mexico.

On Monday evening, June 12, by Rev. S. H. Willey, Mr. Charles H. Burton to Miss Mary Ann Fellows, all of this city.

On June 14, by the Rev. S. Isaacs, H. M. Lewis, to Sarah, third daughter of Israel Solomon, Esq., all of this city.

In Stockton, June 10, by J. G. Jenkins, Esq., Mr. F. J. Byrd, of Columbia, to Miss Jane Shute, of Sacramento.

BIRTHS.

In Santa Barbara, May 15, the lady of F. J. Maguire, of a son.

At Amador, May 15, the lady of Mr. John Gordon, of a daughter.

At Diamond Springs, June 2, the lady of Mr. A. H. Hawley, of a son.

At Sacramento, on the morning of June 2, the lady of Mr. J. Rivett, of a daughter.

On Thursday, June 8, the wife of James Adams, of a daughter.

At San Francisco, June 6, the lady of Mr. Gust. Murhard, of a daughter.

The lady of Capt. H. R. Jeffrey, of a son.

At San Francisco, June 9, the lady of Capt. E. T. Barnes, of a daughter.

On June 4, in Mellus street, Happy Valley, the lady of William Lambert, of a son.

DEATHS.

On board steamer Sonora, on the passage from Valparaiso to Panama, James McGregor, fireman, aged 32 years.

May 22, near Acapulco, Joseph R. Moore, of West Bloomfield, Essex county, New York, aged 17 years and 6 months.

In Los Angeles, on Sunday evening, Henry M. Spottswood, Esq., formerly of Illinois, aged 37 years.

Drowned, in the American river, May 19, Wm. Campbell, formerly of Missouri.

In San Francisco, May 27, of dysentery, Allen R. White, aged 27 years, formerly of Portland, Oregon.

In Sacramento, June 29, at 4 o'clock P. M., David, infant son of David T. and Mary Clark, aged 9 weeks.

Suddenly, June 3, of congestion of the brain, Mr. Geo. Truett, formerly of Quincy, Illinois.

In Diamond Springs, June 30, John Harrison, formerly of Newark, New Jersey.

In San Francisco, on Sunday, June 4, of inflammation of the lungs, Frances Eleanor Dinah, daughter of George and Elizabeth Liddell, aged 5 years and 6 months.

At St. Louis, Bears' diggings, Stera county, Gaylord Curtis, aged 34 years.

On board of schr. Visurgis, at sea, on the 26th April, Mr. Ligmind Simonson.

In San Francisco, on the 9th June, Mr. John Orr.

Lost overboard from the clipper ship Challenger, Mr. C. Wilson, seaman.

In San Francisco, on Saturday, June 10th, of consumption, Mrs. Elizabeth Horton Shaw, consort of Mr. George Shaw, aged 21 years and 2 months.

In Marysville, June 11th, from a brief but violent attack of cholera morbus, Peter Robertson, proprietor of the Chili flour store, aged about 32 years.

At sea, April 26th, on board schr. Supply, of delirium tremens, George Gayton, seaman, a native of England, aged 28 years.

Lost overboard from the clipper ship Wild Pigeon, Jan. 22d, first night out from San Francisco, William Richardson, seaman, a native of England.

Markets.

SAN FRANCISCO, June 15, 1854.

During the past fortnight trade has been moderately active. The demand for interior consumption has continued steady, which has been met at figures varying little from those ruling at the sailing of the last steamer. Generally speaking, the market has not exhibited the same degree of firmness evinced a fortnight since. One cause has been the arrival of five vessels from the Atlantic ports with assorted cargoes, much of which has been thrown on the market and sold at a slight reduction, rather than store the same.

Accounts from the interior and coast gold regions continue good, and heavy shipments of gold dust are constantly coming down.

The reception of the news of the treaty of "Amity and Friendship" perfected by Commodore Perry between the United States and Japan, created considerable feeling in commercial circles, and attention is likely to be directed from this port to that country. It is a matter of doubt yet as to the nature of the trade which may spring up between the two countries in consequence of the treaty, but the spirit evinced by Americans here clearly indicates that the matter will not remain long unknown. Preliminary shipments are understood to be on foot for the commencement of trade.

The farming interests of the State are represented by the accounts from the different sections to be in a highly flourishing condition. The yield of wheat, oats and barley, is variously estimated at or about equal to the consumption for the next year. The market in these articles, in consequence of the large stock on hand, and the near approach of harvest, is correspondingly heavy, and rates exhibit no marked change since the last mail. In Chile flour a combination of parcels, making a large aggregate, has been formed, which advanced the price of outside lots to about $9 per full sack of 200 lbs. The combination are holding above that figure. An attempt was made to perfect a combination among the holders of barrelled flour, which resulted in a failure, leaving the market for Gallego and Haxall at about the same as per last mail.

A shipment of some 15,000 full sacks of Chile flour is reported about going forward to Australia, in consequence of the depressed condition of the flour market.

A speculation in sugars has been carried out which resulted in the purchase of all the finest grades of raw sugars, which have advanced considerably. A sale of No. 1 China has been made at 10½c.

In provisions the market remains about the same for stocks in store, parcels having sold from late arrivals at reduced figures.

Dry goods of all descriptions are dull sale, rates showing no change for the better.

Boots and shoes remain without change.

Lumber of all kinds is abundant, showing no change.

Fine segars continue scarce, figures continuing about the same.

Hardware of all kinds is in abundance at last quotations.

A good demand exists for agricultural implements, prices in some articles indicating a slight improvement.

Domestic liquors have attracted some attention, and sales made to a considerable extent in whiskey. English malt liquors in bottles are more abundant, and sales moderate at about previous quotations.

HIGHLY INTERESTING FROM JAPAN.

ARRIVAL OF THE TREATY.

ITS STIPULATIONS AND ADVANTAGES.

Efforts of the Japanese to Exclude American Women from the Empire.

Interesting Correspondence from Jeddo, &c., &c., &c.

OUR JAPAN CORRESPONDENCE.

JEDDO BAY, EMPIRE OF JAPAN,
Anchored off the town of Yokahama,
March 26, 1854.

Arrival at Uraga—Preliminary Difficulties of the Expedition—Firm Conduct of the Commodore—Decree of the Inner Council in Favor of Opening the Trade—Gran Banquet on Board the Susquehanna—Meeting to Discuss the Terms of the Treaty—Exchange of Presents—Astonishment of the Japanese at the Mechanical Results exhibited to them—Banquet on board the Powhatan—The Japanese Dignitaries rather Fuddled—Conclusion of the Treaty—Its Stipulations, &c.

As it is probable the steamer Susquehanna will leave in a short time for Hong Kong, I will now fulfil my promise, and give you an account of all that has transpired since leaving Loo Choo, from which place I wrote you last, *via* Shanghae.

The steamers left Naipa harbor on the morning of the 7th, taking a northerly course. About noon we met the Saratoga, from Shanghae, bound for Naipa to join the Commodore. When close enough, to use a sailor phrase, all four vessels hove to. After communicating with, and ordering her to make the best of her way to Jeddo, we proceeded on our course again. We passed a large number of islands; also saw a great many whales. About 10 A. M. on Saturday, the 11th, we made the island of Nyphon. There was a very heavy headwind blowing at the time, which prevented us from reaching the land before dark, and compelled us to lay off and on all night. At day break all three of the steamers entered an opening in the land. While proceeding up a bay at a rapid rate, two vessels were discovered off our starboard beam. We immediately steered for them, and when near enough, we discovered them to be the Vandalia and Macedonian; the latter was hard and fast ashore. The Mississippi gave her a hawser and towed her off, when all the vessels were anchored for the night, during which we were joined by the store ship Lexington.

On the following morning we all got under weigh, each steamer towing a sailing ship. About midday we came to anchor six miles above the town of Uraga, where we found the storeship Southampton. The flag ship was immediately boarded by a party of Japanese officers, who endeavored to induce the Commodore to return to Uraga, stating that a house had been erected for the occasion, &c.; but he refused to comply with their request, stating that the interview must take place at Jeddo, or some place between it and the present anchorage. We were visited daily by them for the purpose of inducing us to accede to their wishes; but it was no use, for the Commodore had determined that they should conform to his wishes: but to humor them a little, he consented to send his fleet captain down to Uraga in the Vandalia, to have a chit-chat with a third rate mandarin relative to the time and place for the grand interview between the great American and Japanese Moguls, to take place.

The wind being unfavorable at the time, some five or six days were occupied in the business, during which all the ships got under weigh, and proceeded fourteen miles further up the bay, towards Jeddo. When the Vandalia returned, we received the pleasing intelligence that, although it had been the custom of the country for centuries to decline all intercourse with foreigners except the Dutch, and, with them on a very limited scale, they had by a decree of the Inner Council, as they termed it, concluded to open commerce with the "Universal Yankee Nation," but they still wanted us to return to Uraga; but as soon as our removal further up had been discovered by them, we were again boarded, when, fearing that we would proceed at once to Jeddo, before any arrangements had been made, they proposed to make arrangements at once, at a place opposite to where we were lying, and known as Yokahama.

On the 1st of March Commander Franklin Buchanan gave a dinner to a party of Japanese officials on board the steamer Susquehanna. There were, also, several of the officers of the squadron present, including the interpreter to the expedition. The dinner was of a sumptuous character, and well supplied with superior champagne and other wines, of which the Japanese are passionately fond. The assortment of liquors is here very limited, and of a very inferior kind and insipid taste, and is obtained from rice; but they made up for it on this occasion, as I noticed several of them who were undoubtedly "tight," or, to use the plain English, were gloriously drunk; harmony and good feeling prevailed, and the entertainment terminated entirely satisfactory. Some little difficulty was experienced by our new friends in using the knife and fork; the knife is simply used in preparing the food for the table, and chop sticks are used at the table, to supply it to the mouth.

WEDNESDAY, 8th—This morning, pursuant to appointment, preparations were commenced for the landing and interview; by eleven o'clock the boats from the different ships, (twenty-six in number,) having on board the armed escort of marines and sailors, also the officers of the Commodore's suite, were formed in regular order in one line, when the order was given to pull for the shore. By twelve o'clock the whole party were landed and drawn up in proper form, in front of the buildings erected for the interview and treaty-making; the officers constituting the Commodore's retinue or suite, (numbering about forty,) were formed in two lines, leading from the beach, to receive him when he landed. As he left his boat, he took off his hat to return the officers' salute, at the same time the marines and sailors presented arms. As the Commodore passed up between the two lines of officers, we formed in behind, and followed him into the reception room, where there were five principal mandarins, or commissioners, sitting on a long box or bench, covered with a crimson colored horse blanket, and a large number of smaller fry, sitting with their legs under them, on the floor, which was covered with mats. The interpreter on the part of the Japanese was seated on the floor, between the Commodore and his native commissioners, and every time that he received a message from either side, or delivered one, he would bow his head down to the very floor in the most subservient manner, although he appeared to be a mandarin of considerable standing and position; but such is the custom in this heathen country—the few rule the many, and exact the most rigid submission. The lower class of people are wretchedly poor. Some of them are nearly in a state of nudity; and the thermometer, since our arrival here, has been as low as 28 degrees.

After the interchange of a few remarks the functionaries retired into a private room for the transaction of further business. We were furnished with refreshments, in true Japanese style, of which I will speak in my next. During the conclave we all took a tramp over the fields, to have a look at their soldiers, who were stationed about a quarter of a mile from the house; the police attempted to prevent us from leaving the immediate vicinity of the landing, but it was no use, for we pushed by them, (Yankee like,) and cruised un'il we got tired. We examined their soldiers and weapons thoroughly, and came to the conclusion that they were anything else but a military people, and that they were a much overrated race.

There were two companies armed with matchlocks, one company with bows and arrows, and two companies of lancers, one of which I took to be the royal guard—the staff of the lance was inlaid with pearl the entire surface—they looked more like a lot of women armed with broom-sticks than anything else that I can compare them with. I have not seen any of their fortifications, and doubt if they possess anything worthy of the name. There was a canvas fence all around the ground where the negotiation was progressing, enclosing about twelve acres, erected during the day previous to the landing, for the purpose of hiding or screening us from the gaze of the multitude.

About four o'clock the business terminated for the day, and all hands re-embarked for their ships. The result of the interview was very satisfactory. They produced a chart of their coast, and stated we could select such posts as we wanted for trade and coal depots; also, that they could supply any amount of that necessary article. I have seen some inferior specimens of it; its specific gravity is very light. We saluted the Japanese flag with twenty-one Yankee guns, and gave the commissioners a salute of seventeen guns. They have exhibited much interest in ships, locomotives, and telegraphs. The latter they have seen in operation on board the Powhatan. The ease and independence with which these steamers move around, in spite of wind or weather, appears to fill them with wonder and delight.

On Monday, the 13th, the presents sent by our government were landed, consisting of three of Francis's lifeboats, ladies' and gentlemen's dressing cases, perfumery, silks, velvets, opera glasses, books, arms of various kinds, farming utensils, whiskey, a miniature railroad, locomotive, tender and passenger car, and a Morse telegraph—the two latter are in process of erection. The railroad is of circular form, 116 feet in diameter; the telegraph is to connect Yokahama with Konagawa—a distance of five miles. The length of wire sent out is but four miles, but the Japanese have promised to furnish the other mile.

I almost forgot to mention that the first American burial in Japan took place on the 9th inst.; the deceased's name was Robt. Williams, a private of marines on board the Mississippi.

FRIDAY 11th—At noon, to-day, the Commodore, visited the shore and had a second audience with the Japanese Commissioners. They had proposed by letter a day or two previous to give us one port to be opened within a year, and to give us another at the expiration of five years, stating at the same time that we could have the use of Nagasaki until they could prepare the first one for us; from which the Commodore naturally inferred, that they intended to make such arrangements as would preclude any intercourse with the inhabitants, except through the medium of a government officer, or in other words, to coop us up in the same manner that they do the Dutch in Nagasaki, but the Commodore soon astonished their weak nerves, by informing them that we must have three ports, at least, viz: one north, one south, and a central one, all of which must be opened within a reasonable time; also, that the Americans would not submit to any such restrictions as the Dutch are subjected to, and that any proposition of the kind would be considered as a national insult, for the consideration of which he gave them six days—at the expiration of which time another meeting will take place.

On the morning of Sunday, the 19th, the storeship Supply arrived from Shanghae, bringing us letters and papers. To-morrow the Vandalia and Southampton proceed down the coast, to Shimada, to examine its suitableness for shipping, and as one of the ports to be opened to our commerce. The locomotive has been in operation, and a large number of Japanese have been hurled by it around its course, much to their astonishment and delight. It is a part of the Japanese education never to betray any signs of surprise at anything new or strange, particularly in the presence of strangers; but the powers of the "iron horse" overcame them to such an extent that they could not conceal it.

On the morning of the 24th, the Commodore visited the shore, to receive the presents from the Emperor of Japan to the United States government. On the 27th the Japanese Commissioners, and a retinue numbering twenty-eight persons dined with the Commodore on board the Powhatan. The ship was housed over with awnings, and dressed inside with flags. Tables capable of seating an hundred persons, were arranged on the quarter deck for the accommodation of the retinue and invited guests from the squadron, while the Commissioners were to dine in the cabin with the Commodore. The day was fine, and the ship looked well; the tables were dressed in the most beautiful style, with vases of flowers, and edibles of the first quality and preparation. The labor and skill of a first rate Parisian cook was visible upon every dish. In fact, the whole arrangement was equal to any Astor House display that I have ever seen. Liquors of every kind were as plenty as the water along side, and of good quality. The business for which we had come so many thousand miles to arrange was not yet completed, and it being a notorious fact that a good dinner, well supplied with good liquors, generally exerts a most powerful and favorable influence upon all national negotiations, as well as in others of less importance, it therefore became necessary to put the best foot foremost, which was done on this occasion, and apparently with much success.

Steam had been raised for the purpose of showing the machinery to the best advantage. At a few minutes before three o'clock they arrived on board the Macedonian, to witness the exercising of her battery of eight inch guns, during which the Mississippi gave them a salute; they then repaired on board the Powhatan, and were honored with a salute of seventeen guns from the Macedonian, they were conducted to the forecastle, where they witnessed eight discharges per minute, from a twelve pounder howitzer. They were then conducted to the engine room, which they entered with a cautious and timid step. The blazing fires from the furnaces shone with brilliancy upon the polished steel, dazzling their eyes as they entered the door and descended the stairway; the objects which presented themselves to their view were so entirely unique to them, and so foreign to anything that they had ever imagined, that its effect upon them was more like an electric shock than anything else; but the climax was not reached until the engines were put in motion, the very first movement of which startled them more than ever, and they immediately commenced leaving for the stairway, fully satisfied that the devil must be interested in such (to them) mysterious combinations of iron, copper, water and fire.

From the engine room they were conducted to the cabin, and seated at the table, when the eating became general throughout, and the way that ducks, chickens, beef à la mode, mutton, pies, &c., passed away, was truly astounding. What they did not eat, they wrapped up in paper, which they always carry with them, and took it away. Such is the custom in Japan. The wines received much attention, which they in their turn reciprocated, and tight, in some degree, was unmistakeable. Appropriate toasts and sentiments were rife, usually terminating in a genuine Yankee hurrah. After dinner the whole party took their seats amidships, and witnessed a regular Christy Minstrel performance by some of the crew, with which they appeared much pleased. About six o'clock they re-embarked in their own boats and left the ship, the Saratoga saluting them at the same time. Thus terminated the first and grandest dinner functions that has taken place between Japanese and either Americans or Europeans for three hundred years. On the morning of the 29th, the Vandalia and Southampton arrived from Simoda, bringing a favorable account of the harbor, &c.

31st.—This day will be memorable in the history of Japan. This day the treaty was concluded and signed, and is now on board the Powhatan, and will leave here on the 5th of April, for the city of Washington, in charge of Commander Adams. He is to be taken to San Francisco by the sloon-of-war Saratoga, which vessel is homeward bound. The following are some of the articles of stipulation contained in the treaty, viz.:—The ports of Maip, on the Great Loo-Choo; Shimoda, or Samoda, on the island of Nyphon, and Kakodade, on the island of Jesso, are now open to Americans and American commerce. The latter place is situated on the straits of Sangar; Shimoda, or Samoda, is situated some seventy miles from here, on a branch of Jeddo bay. Any American vessel in distress will be permitted to enter any of their ports, and will receive all necessary assistance, but will not be permitted to trade with the people, and will be required to leave again as soon as they can. I believe I have now given you a full and complete account of that which is important or interesting to your many readers, and will now close by stating that our success with these people has far exceeded the most sanguine expectations. We have accomplished all that we asked for, and I firmly believe that if our demands had been more pressing they would have been as successful. These people are sensible that the time has arrived for their seclusive policy to cease, and to the United States of North America belongs the credit of entering the first wedge, and all that is necessary for either England or France to do, if they want to enter into any arrangements with those people, is to do as we have done: approach the capital of Jeddo, tell them what your business is, and that you are not joking; and my word for it they will be successful. The treaty will be known as the treaty of Kanagowa.

OUR KANAGOWA CORRESPONDENCE.

U. S. NAVAL SQUADRON,
KANAGOWA, Japan, March 3, 1854.

Ports Opened by the New Treaty—An Additional Treaty and an Established Tariff Contemplated—Examination of the Commercial Results to be Expected from the Opening of the Trade—The United States Navy—Opinions of the Profession on the Subject of Naval Reforms—Necessity of a Permanent Squadron in the Pacific—Suggestions for a Better Organization of the Service.

A treaty of amity and peace has been made between Japan and the United States. This treaty, known as the "Treaty of Kanagowa," is drawn up in four languages—English, Dutch, Chinese and Japanese—and will be conveyed to the United States in care of Capt. H. A. Adams, who proceeds in the Saratoga to San Francisco, and thence with despatch to Washington. The treaty provides for the opening of Simoda, Island of Niphon, lat. 34 deg. 35 min. N., lon. 136 deg. 46 min. E.; Napakiang, Loo Choo Islands; and Kakodade, on the Island of Yesso, near Matamai. Simoda has been surveyed by Lieut. Burt. The harbor, though small, is easy of access, and will be useful to our whalers. Provisions and assistance are to be supplied to all American ships visiting the coast, and distressed seamen are to be provided for and protected.

A treaty of commerce, and an established tariff, will be negotiated shortly; and everything is in fair training to crown all our efforts with success. The squadron remains upon the coast for some three months longer, to survey the harbors and make final arrangements, after which we return to China.

You can form your own conclusions upon the results of our expedition, and its future effect upon our commerce. My own opinion is, that a long time must elapse before the trade will become valuable to our merchants. Rash speculation will be dangerous. Woollen goods and liquors are the only articles which they seem to covet from us now. What the demand may be, when the wear and use of such things become general, it is very difficult to say. Their silks and crapes are indifferent, and curiosity once satisfied on our part, would not sell in our markets. To our whalers alone will our "opening relations" be useful, and the importance of this fact is so well known that I do not care to mention it further.

A word or two about the navy, the poor, abused navy. Those officers who are the most remote from headquarters, are the ones upon whose judgment the best reliance can be placed, and are the ones who contemplate most seriously all matters connected with their profession, and who, in constant contact with the practical service, discover with most truth its faults and its virtues. The following conclusion is, then, arrived at: That while the authorities at Washington are engaged in wordy reformation, the men and officers upon foreign stations are forgotten and neglected; the best systems are lost sight of, and one would suppose that the future never entered into the heads of these reformers.

One system, and evidently the sure and *safe* one for our country, suggests itself to me by the departure of the Saratoga. The proper policy for the nation is to secure the Pacific Ocean intact from European influence. That vast ocean, with its precious islands, is *ours by* inheritance. All beyond America, until we infringe upon the shores of Asia, should come by natural right under its protection. Our explorations, the constant occupation by our whalers, the preponderance of our commerce, our neighborhood, and the wants and future greatness of California upon the Pacific, assert this principle, and place us alone and untrammelled in this quarter of the world. Russia alone has the faintest shadow of rivalship, but her interest and footsteps are directed to Europe. The security of this policy, on our part, can only be obtained by having upon the shores of the Pacific vast naval arsenals, with a complete fleet of war ships belonging solely to that section. This force should at all times be in readiness for arming, equipment, and despatch across the ocean. It should be under the *command* of an officer of high rank, known talents and capacities. Such a fleet would be the nucleus round which more distant forces could be concentrated, for the slow process of equipping ships, with the difficulty of obtaining men, which will always present itself in the face of a prosperous Atlantic commerce, will cause long and dangerous delays to throwing vessels into the Pacific. But ships once belonging to that division, kept, built and repaired in California, can always be readily manned, providing the term of enlistment is not too long.

I advocate, then, that the ships that are now in China and the Pacific, should be laid up and paid off in California, and the officers and men who belonged to the Eastern States be allowed the amount of passage money to their homes. It will be safe to say that two-fifths of the crews would remain in California, and that many of the officers would settle and become residents; thus, at all times, a sufficient number of well trained "men-of-wars-men" could be picked up, and resident officers would be on hand to attend to the duties of fitting, and ensure the putting to sea of any class of ships or steamers upon an emergency. We want short enlistments—active but short cruises—a California navy to preserve the Western coast, to keep the islands free from foreign influence, and, lastly, to constantly visit Japan and promote the present friendly feelings of its inhabitants. Make, then, a depot at San Francisco, with its ships, stores, officers and men, independent of the Eastern navy yards and political influence. The commander-in-chief would under no circumstances be so far removed from communication with the central government as commodores commanding all our foreign stations now are. Instructions could at all times be under despatch and receipt. The men of good character, allowed leave of absence, similar to the officers, after a cruise, instead of being paid off and the country losing their services just as they have become trained to their duties and useful to the service. Every man of whom his commander reports favorably, should be retained in the service upon the same system as the officers. As it is now, we have ships sent long cruises upon sickly stations—officers separated from their families far beyond a natural period, exposed season after season to the worst of climates, and, finally, forgotten by the government, the officers and men become disgusted and indifferent.

I venture to assert that were the Navy Department tomorrow to fit a ship for a foreign station, and announce its intention to keep her absent four years, not an officer worth having but what would resign rather than obey the order; and not a man could be enlisted. The Saratoga is a case in point. She has been on this station four years—one year over her men's time—returns, having performed her duty faithfully, with an enfeebled crew, and with but one lieutenant, her indefatigable first lieutenant, G., able to do duty—the junior officers doing the duty for years, without pay or praise: a system of economy which would not be practised in any warehouse or manufactory in the country.

Verily, if our government intends to fulfil the proverb "that republics are ungrateful," the nation may wake up and realize the difficulty of finding a navy to reform. In this fast age, when life is shorter than formerly, two years cruises are quite long enough. Our fast and beautiful clippers have fascinated our best men-of-war's-men from the service; and we now get nothing but poor men, on their first and last cruise. The services of the Saratoga men will no doubt be forever lost to the country, when once discharged; as it is folly to suppose that these men will again trust themselves to the chances of similar treatment. It is to be hoped that when reform does take place in the navy those who are deputed by the people to reform will do their duty faithfully, and not lose sight of the fact that the branch of the government having the guardianship of the service also wants looking into. The cry of naval reform has been raised so long and so loud that the public mind is firmly impressed with the belief that all these faults lie at the doors of the officers alone; whereas a careful investigation of facts would show that the abuses, and injustice that leads to abuse, will creep into a profession where an officer finds himself after twenty years sea service simply a drudging lieutenant, and where he finds others, by fortunate political influence, placed in positions above him, or reaping the few privileges that the service offers.

It is no excuse for an empire like ours to raise the technical cry of "exigencies of the service." Powerful and wealthy, if we have not ships enough to guard the commerce and relieve one another, we should build more. It is a false economy—each ship, from being kept on constant service, on her return requires repairs, which amount in the end to many times her original cost. It is this system that renders the navy inefficient, causes the many resignations of valuable officers, the difficulty of officering and manning ships, and the general dissatisfaction which pervades this important branch of the national service. Experience shows, in the efficiency and active operations of this squadron, that all the practical elements of success and glory exist in the *personnel* of the profession when abroad. Let Congress attend, then, to the legislative organization, and place everything upon a basis of equity. Wholesome administration and sure observance of the laws, and the navy will require but little reform.

EXILE.

THE TREATY OF PEACE AND AMITY BETWEEN THE UNITED STATES AND JAPAN.

[From a Polynesian Extra, (Sandwich Islands) May 1.]

The American sloop-of-war Saratoga, Capt. Walker, arrived at Honolulu on the 29th ult., in twenty-five days from Japan, which is the shortest passage ever made.

OFFICERS OF UNITED STATES SHIP SARATOGA.

Commander, W. S. Walker; Lieutenant, John R. Goldsborough; Surgeon, T. S. Smith; Purser, J. George Harris; Acting Master, John Madigan; Assistant Surgeon, T. Steele; Passed Midshipmen, J. G. Clark, A. Allmand, C. Gray, R. W. Scott; Midshipman, O. F. Stanton; Captain's Clerk, J. S. Sewall; Acting Boatswain, James Cline; Gunner, W. H. Hamilton; Carpenter, Leonard Moses; Sailmaker, H. F. Stocker.

PASSENGERS.

Commander H. A. Adams, U. S. N., bearer of despatches from Commodore Perry to the United States government; W. L. Wayne, Lieut. U. S. N.; J. B. Randolph, Lieut. U. S. N.; Jacob Zeilin, Brevet Major U. S. M. Corps; C. W. Abbott, clerk to bearer of despatches.

The Saratoga brings Capt. H. A. Adams, U. S. N., as bearer of despatches to the government at Washington.

The point of interest in this intelligence is the fact that Com. Perry concluded a treaty of amity and friendship with the empire of Japan, at Kennegawa, near the city of Yedo, on the 28th of March, 1854. The long doubted attempt has been entirely successful, and to the United States belongs the honor of making the first international treaty with Japan.

After frequent meetings between Com. Perry on the part of the United States, and the High Commissioners deputed by the Emperor on the part of the Japanese, the terms were agreed upon, and the treaty finally concluded on the 28th of March. We have not, of course, seen the document now in *transitu* for the United States, but we understand that it opens to American citizens and American trade the port of Samodi, (the *Odowari*, perhaps, of the maps,) on the island of Niphon, some forty or fifty miles west of the entrance of Yedo Bay, and the port of Chickadada, on the island of Yesso, in the district of Matsmai, on the Straits of Sanga. The former was selected as the most convenient place for a depot, and arrangements were made with the Japanese for a supply of coal at that point. This is a place of considerable commercial importance, having a good harbor and a population of fifteen or twenty thousand. Its proximity to the manufacturing districts, which are not otherwise approachable by sea, renders it an important position as a port of foreign trade. The vicinity of the latter place has been frequently visited by American whaleships, where they have had great difficulty in procuring supplies, on account of the restrictive policy of the Japanese.

We understand the treaty arranges for intercourse at both of these places; for the residence of American citizens there, and also for the residence of Consuls, if in future, either party should desire it. It also stipulates that Americans residing in, or visiting these ports, shall be free to visit the interior to the distance of ten or twelve miles without molestation.

It is said that the Japanese did not hesitate to enter into the most unqualified stipulations for the protection of seamen or others thrown on their shores; indeed, they affirmed that it was already a part of the law of the empire by special edict. They even insisted that the respective governments should pay the expenses of providing for the necessities of the citizens of the other, who might, by their misfortunes, need aid and comfort.

This disposition of the Japanese to treat with care and attention shipwrecked men, is quite contrary to the generally received opinion of the world in this respect, and in justice to the Japanese, it is but fair to state that the restraints hitherto imposed upon American seamen, about which so much has been said and written,