2 Bucklers, helmets, breastplates, coats of mail, accontrements, and clothes made up in military form, and for military use.

3. Calvary belts and horses, with their harness. 4. And generally, all offensive and defensive arms made of iron, steel. brass, copper, or of any other material, prepared and formed to make war by land or at sea.

ARTICLE XXIV. All other merchandise and things not comprehended in the contraband explicitly enumerated and classified as above shall be held and considered as free and subjects of free and lawful commerce, so that they may be carried and transported in the freest manner by both the contracting parties even to places belonging to an enemy, excepting only those places which are at that time besieged or blockaded; and to avoid all debt in this particular, it is declared that those places only shall be considered as beseiged or blockaded which are actually invested or attacked by a force capable of preventing the entry of the neutral

ARTICLE XXV. The articles of contraband, or those before enumerated and classified, which may be found in a vessel bound for an enemy's port, shall be subject to detention and confiscation ; but the rest of the c: rgo and the ship shall be left free, that the owners may dispose of them as they see proper. No vessel of either of the contracting parties shall be detained on the high seas on account of having on board articles of contraband, whenever the master, captain, or supercargo of said vessel will deliver up the articles of contraband to the captor, unless, indeed, the quantity of such articles be so great, or of so large bulk, that they cannot be received on board the capturing vessel without great inconvenience; but in this and all other cases of just detention, the vessel detained shall be sent to the nearest convenient and safe port for trial and judgment according to law. ARTICLE XXVI. And whereas it frequently happens that vessels sail for a port or place belonging to an enemy without knowing that the same is besieged, blockaded, or invested, it is agreed that every vessel so circumstanced may be turned away from such port or place. but shall not be detained, nor shall any part of her cargo, if not contrabind, be confiscated, unless, after hav-ing been warned a such blockade or investment by a commanding officer of a vessel forming part of the blockading forces, she again attempt to enter; but she shall be permitted to go to any other port or place the master or supercargo may think proper. Nor shall any vessel of either party that may have entered into such port or place before the same was actually besieged, blockaded or invested by the other; be restrained from leaving it with her cargo, nor, if found therein before or after the reduction and surrender, shall such vessel or her cargo, be liable to seizure, confiscation, or any demand on the score of redemption or restitution ; but the owners thereof shall remain in the undisturbed possession of their property. And if any vessel having thus entered the portbefore the blockade took place shall take on baord a cargo after the blockade be established, and attempt to depart, she may be warned by the blockading forces to return to the blockaded port, and discharge the said cargo; and if, after receiving such warning, the vessel shall persist in going out with the cargo, she shall be liable to the same consequences as in the case of a vessel attempting to enter a blockaded port after having been warned off by the blockading forces.

ARTICLE XXVII. To prevent disorder and irregufarity in visiting and examining the vessels and cargoes of both the contracting parties on the high seas, they have agreed, mutually, that whenever a vessel of war,

shall sujoy, within their respective consular districts, all the rights, prerogatives, and immunities of the consuls and vice-consuls of the most favored nation ; but to enjoy the rights, prerogatives, and immunities which belong to them, in virtue of their public character, the consuls and vice-consuls shall, before exercising their official functions, exhibit to the government to which they are accredited their commissions or patents in due form, in order to receive their exequatur; after receiving which they shall be acknowledged, in their official characters, by the authorities, magistrates, and inhabitants of the district in which they reside. The high contracting parties, nevertheless, remain at liberty to except those ports and places where the admission and residence of consuls or vice-consuls may not seem convenient, provided that the refusal to admit them shall likewise extend to those

of all nations ARTICLE XXXVI. The consuls, vice-consuls, their officers, and persons employed in ther consulates, shall be exempt from all public service and from all kinds of taxes, imposts, and contributions, except. those which they shall be lawfully held to pay on account of their property or commerce, and to which the citizens and other inhabitants of the country in which they reside are subject, they being in other respects, subject to the laws of the respective countries. The archives and papers of the consulates shall be inviolably respected, and and no person, magistrate, or other public authority shall, under any pretext, interfere with, or seize them.

ARTICLE XXXVII. The consuls and vice-consuls shall have power to require the assistance of the public authorities of the country in which they reside, for the arrest, detention, and custody of deserters from the vessels of war or merchant vessels of their nation; and where the deserters claimed shall belong to a merchant vessel, the consuls or vice-consuls must address themselves to the competent authority, and demand the deserters in writing, proving, by the ship's roll or other public document, that the individuals claimed are a part of the crew of the vessel from which it is alledged that they have deserted; but should the individuals claimed form a part of the crew of a vessel of war, the word of honor of a commissioned officer attached to the said vessel shall be sufficient to identify the deserters; and when the demand of the consuls or vice-consuls shall, in either case, be so proved, the delivery of the deserters shall not be refused. The said deserters, when arrested shall be delivered to the consuls or vice-consuls, or, at the request of these, shall be put in the public prisons and maintained at the expense of those who reclaim. them, to be delivered to the vessels to which they belong or sent to others of the same nation ; but if the said deserter should not be so delivered or sent within the term of two months, to be counted from the day of their arrest, they shall be set at liberty, and shall not be again apprehended for the same cause. The high contracting parties agree that it shall not be lawful for any public authority, or other person within their respective dominions, to harbor or protect such deserters.

ARTICLE XXXVIII. For the purpose of more effectually protecting their commerce and navigation, the two contracting parties do hereby agree to form, as soon hereafter as may be mutually convenient, a consular convention, which shall declare specially the powers and immunities of the consuls and vice-consuls of the respective parties.

ARTICLE XXXIX Until the conclusion of a consular convention, the high contracting parties agree that, in the absence of the legal heirs or representatives, the consuls or vice-consuls of either party shall be ex officia public or private, shall meet with a neutral of the other | the executors or administrators of the citizens of their party, the former shall remain at the greatest distance nation who may die within their consular jurisdictions, compatible with the possibility and safety of making the and of their countrymen dying at sea, whose property haps, be unproductive. The gold work may be brought within their district. The said consuls or vice-consuls shall call in a justice of the peace, or other local authority, to assist in taking an inventory of the effects and property left by the deceased ; after which, the said effects shall remain in the hands of the said consuls or vice-consuls, who shall be authorized to sell immediately such of the effects or property as may be of a perishable nature, and to dispose of the remainder according to the instructions of their respective governments. And where the deceased has been engaged in commerce or other business, the consuls or vice-consuls shall hold the effects and property so remaining until the expiration of twelve calendar months; during which time the creditors, if any, of the deceased, shall have the right to present their claims or demands against the said effects and property, and all questions arising out of such claims or demands shall be decided by the laws of the country wherein the said citizens may have died. It is understood, nevertheless, that if no claim or demand shall have been made against the effects and property of an individual so deceased, the consuls or vice-consuls, at the expiration of the twelve calendar months, may close the estate and dispose of the effects and property, in accordance with the instructions from their own governments. ARTICLE XL. The United States of America and the Republic of Pera, desiring to make as durable as circumstances will permit, the relations established between the two parties in virtue of this treaty of friendship, commerce, and navigation, declare solemnly and agree as follows 1. The present treaty shall remain in force for the term of ten years from the day of the exchange of the ratifications thereof; and, further, until the end of one year after either of the high contracting parties shall have given notice to the other of its intention to terminate the same-each of them reserving to itself the right of givof ten years. And it is hereby agreed between the parties that, on the expiration of one year after such notice shall have been received by either of them from the other party, as above mentioned, this treaty shall altogether cease and determine. 2. If any citizen or citizens of either party shall infringe any of the articles of the treaty, such citizen or citizens shall be held personally responsible therefor ; and good understanding between the two nations shall not be interrupted thereby-each party engaging in no way to protect the offender or offenders, or to sanction such violation, under pain of rendering itself liable for the consequences thereof. 3. Should unfortunately any of the provisions contained in the present treaty be violated or infringed in any other manner whatever, it is expressly stipulated and agreed that neither of the contracting parties shall order or authorize any act of reprisals nor declare nor make war against the other, on complaint of injuries or damages resulting therefrom, until the party considering itself aggrieved shall first have presented to the other a statement or representation of such injuries or damages, verified by competent proofs, and demanded redress and satisfaction, and the same shall have been either refused or unreasonably delayed 4. Nothing contained in this treaty shall, however, be construed to operate contrary to former and existing public treaties with other nations or sovereigns. The present treaty of friendship, commerce, and navigation, shall be approved and ratified by the President of the United States of America, by and with the advice and consent of the Senate thereof, and by the President of the Republic of Peru, with the authorization of the Congress thereof; and the ratifications shall be exchanged at Washington within eighteen months from the date of the signature hereef, or sooner if possible. In faith whercof, we the plenipotentiaries of the United States of America and of the Republic of Peru, have signed and scaled these presents.

more efficiency to the Navy.

To get rid of the enormous expense of maintaining an army for the protection of our precious acquisition of New Mexico, he Secretary of War seriously proposes to induce the white inhabitants to abandon the worthless country. To buy them off, will be cheaper than to delend them. The report of the Secretary of the Interior describes to us the vast and extensive field of the operations of that department. The operations of this federal government are no longer so simple in fact, as they were in theory. The subjects of public lands, of territories, of surveys, of patents, of the census, of pensions, of public grounds and buildings, create a vast amount of Executive power and patron-

Among the measures recommended by

the Secretary of the Interior, is the great to the Pacific. One of his minor measures is the provision of houses, with furniture, light, and fuel, for the heads of Departments, and the Vice President. This measure is called for, as a necessary alternative to an increase of the salary of the officers indicated. A man of moder- the paper ate fortune cannot, without much embarrassment, live here on the salary of six thousand dollars, in the manner a Secretary is obliged to live.

It is believed that we hold California rowness of our limits exclude them. by a feeble tenure, and that after awhile, the golden region will slip a way from our nominal control. A communication overland, is therefore, much urged, but the dispute about the route to be selected, will prevent any immediate action on the sub- If such communications are short, clear ject. A New-York Company offers to build a Rail Road for the government, and complete it in five years. It will cost about a hundred millions, and then perings will be exhausted in ten years, and California will then be less sought for than Oregon. The resource from imports into California has fallen off a million this year, in comparison with the last, and the reason is, that she is supplied more cheaply with commodities from New-York .-If the Tehuantepec route be opened, it from Friday to Monday, inclusive. will in time of peace, be preferred for travel and transportation, between the Atlanic and Pacific, to our overland route. THE PINE LAND COUNTRY .- Circumstances, among which stand most prominently our Plank Road improvements, have opened the eyes of the public to the immense value of our pine forests and sandy lands. There are a few among us who have long entertained a propor idea of their value, (among whom we may name the Hon. ally under the circumstances, is a most Robert Strange ;) but with the public gen- flattering testimonial on the part of the eraly they have been so little appreciated Assembly to his superior merits as a pubthat within our knowledge any number of lic officer. The Whigs generally voted thousands of acres have been sold at from one cent to twenty-five cents an acre.-Now, some of the same lands bring from one to five dollars an acre. Indeed we have heard of a sale that exceeds even this .-ing such notice to the other at the end of the said term A large body of pine land was sold for and have agreed to adjourn on Wednestaxes, some years ago, and brought three dollars and a half. The same property has been sold within a few days, without any improvement whatever, for Eight Thousand Dollars! the last three years the lands along the line of the Fayetteville and Western Plank Road in this county. (we cannot speak so confidently as to other counties.) have risen in value for more than the cost of that of the University, and an Attorney Generroad through the county. And this is no al to elect, to say nothing of the Senator. speculative rise, but is forced upon the public in spite of prejudices, by the intrinsic value of the productions of those lands. The country, for sixty miles, has been thrown open to the production of various present week .- Raleigh Standard. articles which previously could not be brought to market. We may instance Turpentine, which is too beavy for transportation long distances over bad roads .----But upon the Plank Road a number of Distilleries have been put up, and one is now going up sixty miles from this place. When the immense profit of the turpen. the commencement of a work, upon the comple tine business is considered, we may well tion of which, as all admit, depends the comfelicitate the country on a work which has opened at least fifty of those sixty miles to its production. In addition to the rise of land being suf-Done at the city of Lima on the twenty-sixth day of ficient to pay the cost of the road, we July, in the year of our Lord one thousand eight hun- might refer to the increase of business, Mr. Leach, of Davidson, declaring against Into the consequent occupation of every lervention, have passed by a vote of 60 to 8. dwelling, and store, and shop, and to the The proceedings of Tuesday will show the demanifest improvement in the price of real termined opposition which they met with from estate, in this town. These advantages some of the locofoco leaders. would compensate for the money invested in the Road, even if the stock were worthless. But so far from that, it is a good 6 or 8 per cent. stock, and worth its cost in the market. It is not here only that such effects are produced. We conversed a few days ago with a gentleman who visited Charlotte, N. C., twice recently,-once a week before the South Carolina rail road was opened to that place, and once three weeks afterwards. Hesays it was not the same place at all. . Where every thing looked dull and inanimate on his first visit, all to divide the State into eight Judicial Circuits, was bustle and activity on his second .--The streets were full of wagons, with abundance of produce; every place of business was occupied. But it was not in town only that the change was visible .--In the country around, a few years ago, almost every body was ready to sell land for little or nothing, and scarcely anybody wanted to buy. Now lands are in demand, at unheard of prices for that section of the State. Shall not such results as these encourage us to undertake that far more impor-

From the Washington Cor. of the Charleston Courier. Who can doubt that the advantages of The reports of the heads of departments this improvement would far exceed those and bureaus are unusually interesting this of the Plank Roads we have already acyear. The Navy is represented to be in a complished ? And if so,-if the expendimuch better condition than has been sup- ture of halt a million of dollars will inposed. Some of Mr. Kennedy's sugges. crease the value of property at least half tions for the improvement of the Navy, a million, and still leave the stock in the are entitled to great weight. To attach rail road worth its coat, who can besitate a corps of seamen to the Navy, by promo- to put his shoulder to the work ? Let us tions and rewards, is a good idea. It will accomplish this work, and Fayetteville elevate the character of seamen, and give will yet realize all the prosperity which our most sanguine hopes have pictured .-Fayetteville Observer.

THE CAROLINA WATCHMAN

Salisbury, N. C.

THURSDAY EVENING, DECEMBER 23, 1852.

To Subscribers and others.-Those of you in arrears for the "Watchman,"* and those due us for job-work or advertising, will favor us very much by any early remittance of the amount. It is a season of year when we have unusual demands for cash, and just at this time those demands are crowding in upon us at a rate that is frightful to a printer's purse.

We shall remember with gratitude those one of a road, through our own Territory who respond to this call between this and the 15th January next, as it is to meet demands falling due within that time that we shall more particularly need money. * You can ascertain the amount due by reference to

your last receipt, and an examination of the terms of

We have received several communications this week which do not appear. More generally interesting matter and the nar-

We are always glad to publish well written communications on any subject in which the public feel an interest, and in relation to which they need information. and pointed, written for the sake of the matter they contain, they are always most welcome.

Votes cast 161-necessary to a | the first to with nomination. choice 81. Mr. Ransom received 80; Mr. and consign me Eaton 79; Mr. S. H. Rogers 2 .- Ral. Reg.

Extension of the Central Rail Road.-A lenburg, from an very animated discussion running through sev. eral days, has been had in our Legislature on a bill for the extension of the Central Rail Road West, to the Tennessee line ; and East, to the Atlantic. A publication of all that has been said on this subject, though interesting, would prove unacceptable to the reader, especially since the bill has been defeated. But we find in the proceedings of the Senate of the 13th instant, the following speech by our Senator every section of Mr. LILLINGTON, which is not only very creditable to him, as showing his ability and strength as a debater, and his watchfulness of the interests of his constituents, but as contain. If this is done ing matter which claims the attention of this community :

Mr. Lillington said he was friendly, both to the original bill and the amendment of the Sen. ator from Lincoln, which together provide for the extension of the Central Rail Road East to Beaufort, and West to the Tennessee line .--The only question with him was one of time. Is the State now ready to complete the great scheme of Improvement devised at the Session of 1848 ?- Is her condition such as to justify her in investing some two millions and a half more, in the proposed extension. East and West, of her Central Road? His mind inclined him to the opinion that she was, and if hese two bills stood alone, each upon his own merits, as they were originally drawn, he thought he should support them both." But, Sir, continued Mr. L., lagree with the Senator from Craven, that should this amendment be adopted, and these two bills, drawn without reference to each other, incongruous and dissimilar in their details, incorporating two separate and distinct companies, standing in separate and distinct relation to the State and her investments in each, then the bill as amended would be, and ought to be, voted down. It would, if passed, be a dead letter upon your statute book. The bill before us, extending the road to Beaufort, is an engrossed bill from the House of Commons. The amendment propos. ed by the Senator from Lincoln, is the bill entitled the North Carolina and Tennessee Rail Road Bill, which has been lying on our, table for several weeks. But it comes before. It was said, Sir, us now, Sir, not in its original form. The first in the east and section, you will find upon reference to the One of those referred to above, signed printed bill has been materially altered. It reads thus-" That, for the purpose of effecting a Rail Road communication between the North Carolina Railroad, at the town of Salisbury, and the town of Knoxville, Tennessee, the formation of a corporate company," &c., &c.-The words, "at the town of Salisbury," have been stricken out by the Senator from Lincoln, acting in concert, I understand, with the Senator from Mecklenburg. Again, in the second section which reads, "commencing at a point upon the North Carolina railroad, at or near the town of Salisbury, in the County of Row- built, be coerced an." &c., the words "at or near the town of Salisbury, in the County of Rowan," have also-Now, Sir, why has this erasure been made ? If it be merely for the purpose of leaving the precise point of juncture open to be ascertained here after by actual survey, then it is wholly unnecessary, for it is well known, especially to the Senator from Lincoln, that Salisbury is a central point, about midway between the S. Carolina and Virginia lines, and that at that point the Central road deflects towards South Caroli. na, and runs due South, (at any rate but a little West of South.) to Charlotte. Of this any Se. nator may satisfy himself by looking at the add a sting to the map. Then, if this is to continue to be a contral road, the extension West must necessarily God's name, Sent commence at or near the town of Salisbury .---But if, as I suspect, the design is to change the whole character of the work and establish the eastern terminus of the Western extension at able that they will be able to get through the town of Charlotte, near the Southern border of our State, within 13 miles of the South Carolina line, let the title of the bill be chang. ed-label it no longer falsely the North Caro-There can be no question, that within sional Districts, or upon the apportionment lina and Tennessee Rail Road bill-let it be called, as it really would be, the South Carolina Rail Road bill. Is it not known to every Senator bere, that all our Western trade, which we have been struggling so long and so anx. iously to secure to our own ports, to build up our own marts, and to elevate the commercial character of our own State, will inevitably go to Charleston if this connection is made as far South as Charlotte ? How much of the trade, ability, be brought to a close during the Sir, of the County of Mecklenburg will pass hopes none will over our present road to our own ports? Not one stiver. Are we then prepared to vote away two millions more to drain off our trade and resources into another State? To invest an additional two millions in such a way as not to add one dollar to the value of the stork of our central road-but on the contrary to reduce it below par? Sir, every consideration of selt. interest forbids it, every emotion of patriotism forbids it. I trust in God a majority of this Senate is not so destitute of State pride as to stand quietly by and see every scheme of improvement devised for the benefit of the people of North Carolina, to develope her resources pletion of the work on Cape Fear and Deep and to elevate her character, enure to the benefit of neighboring States ! In the House, the resolutions introduced by Mr. Caldwell rose to explain. The Senator from Rowan speaks of patriotism, but his patriotism seems to be confined to but one locality, to that section of country lying near the town of Salisbury. His spirit of improvement would seem to stop there. How does it affect The Judiciary Bill has been indefinitely post- the success of this great work whether the ex. Though a very tension should commence at any one particular point,-whether it should connect at Salisbury or Charlotte or any other place? Does not that Senator know that you cannot coerce trade -that it is governed by its own laws, that do and practical al what you will it will seek the best markets and that will prove will go where the greatest inducements are held out to it? Mr. Lillington. I gave way, Sir, for an ex. opinion of ours. planation. But the explanation of the Senator him that no one comes in so questionable a shape that it loses, to my apprehension, all claim whatever to the term. It is no explanation at all. Sir, I make pectations, than no professions of patriotism. I came not here to indulge in self commendation for the possession of that or any other virtue. But, Sir, though always careful to guard and protect the ed to know that rights and interests of my own immediate constituents, for whose kindness in honoring me so often with a seat here I shall ever be most grateful, I have never forgotten that I am a Senator of North Carolina, that my State has oth. Asylum. The er citizens besides those of my own district, red to see genit whose interests claim my care. If proof of this were needed, I might point to the record of the proceedings of this body from the first time I had the honor of a seat upon this floor to the eral of North Carolina,-Messrs. Euton and present day. Were it otherwise, my own contant work, a Rail Road to the Coal Mines? M. W. Ransom baving previously been put in stituents, if I understand them rightly, would be

It is not, Sir, I fayour my own st that I propose to stricken out by is to carry out scheme of Sta Session of 184 of the State fr lantic to the Te necting us from Valley of the N ually, branches must preserve not be so local from the mount olina line and will never pay. in the dollar. But the S. trade; it has it ed by them. Sir. There is fallacious. perly considered in the same ser tempt to make stream, then its But to say that you cannot mod rect it into part draw it from on fectly absurd. ders ridiculous What, Sir, has ton, the just pri of trade-an time, (I hope the to see it.) will m the City of Charl of a trade to her have had but f ton and Roanoke that when the n joining counties. ing you for a chan ville to Charlotte not asked to inve State, their requ to build their own why was it that'l other section of be suicidal to grav were about to di the State, between and South Caro scheme were al great State road vote us two mil ing it. Who do all that section of fore gone to its and South Car one can doubt i Well, then, Sit ism and State pri locate this wester carry out the fact as well as Road; not by Senator from L capitalists of Sc remaining milli make it a South enough been su rogant southern excellence as shi contempt by con old mother lying gard in the race among her sister ignorance brood up, elevate her sources, educate as she was in th in the front ran may we all reju a glow of patric tored prosperity the best reward

ly deserve.

visit, under the circumstances of wind and sea and the degree of suspicion attending the vessel to be visited, and shall send one of her small boats with no more men than may be necessary to execute the said examination of the papers concerning the ownership and cargo of the vessel, without causing the least extortion, violence, or illtreatment, in respect of which the commanders of said armed vessels shall be responsible with their persons and property; for which purpose the commanders of said private armed vessel shall, before receiving their commissions, give sufficient security to answer for all the injuries and damages they may commit. And it is expressly agreed that the neutral party shall in no case be required to go on board of the examining vessel for the purpose of exhibiting the ship's papers, nor for any other purpose whatever.

ARTICLE XXVIII. Both contracting parties likewise agree that when one of them shall be engaged in war, the vessels of the other must be furnished with sea-letters, patents, or passports, in which shall be expressed the name, burden of the vessel, and the name and place of residence of the owner, and master, or eaptain thereof, in order that it may uppear that the vessel really and truly belongs to citizens of the said other party. It is also agreed that such vessel, besides the said sea-letters, patents, or passports, shall be provided with manifests or certificates, containing the particulars of the cargo and the place where it was taken on board, so that it may be known whether any part of the same consists of contraband or prohibited articles : which certificate shall be made out in the accustomed form by the authorities of the port whence the vessel sailed ; without which requisites the vessel may be detained, to be adjudged, by the competent tribunals, and may be declared good and legal prize, unless it shall be proved that the said defect or omission was owing to accident, or unless it shall be satisfied or supplied by testimony equivalent in the opinion of the said tribunals, for which purpose there shall be allowed a reasonable length of time to procure and present it.

ARTICLE XXIX. The preceding stipulations relative to the visit and examination of vessels, shall apply only to those which sail without convoy ; for when said vessels shall be under convoy, the verbal declaration of the commander of the convoy, on his word of honor, that the vessels under his protection belong to the nation whose flag they carry, and, when they are bound to an enemy's port, that they have no contraband goods on board, shall be sufficient

ARTICLE XXX. It is further agreed that in all prize cases, the court specially established for such causes in the country to which the prizes may be conducted shall alone take cognizance of them. And whenever such courts of either party shall pronounce judgment against any vessel, merchandise, or property claimed by the citizens of the other party, the sentence or decree shall set forth the reasons or motives on which the same shall have been founded; and an anthenticated copy of the sentence or decree, and of all the proceedings connected with the case, shull, if demanded, be delivered to the commander or agent of the said vessel, merchandise, or property, without any excuse or delay, upon payment of the established legal fees for the same.

ARTICLE XXXI. Whenever one of the contracting parties shall be engaged in war with another nation, no citizen of the other contracting party shall accept a commission, or letter of marque, for the purpose of assisting, or co-operating hostilely with the said enemy against the said party so at war, under pain of being treated as a pirate.

ARTICLE XXXII. If, which is not to be expected, a rupture should at any time take place between the two contracting nations, and they should engage in war with each other, they have agreed now for then, that the merchants, traders, and other citizous of all occupations of either of the two parties, residing in the cities, ports, and dominions of the other, shall have the privilege of remaining and continuing their trade and business therein, and shall be respected and maintained in the full and undisturbed enjoyment of their personal liberty and property, so long as they conduct themselves peaceably and properly, and commit no offence against the laws. And in case their acts should render them justly suspected, and, having thus forfeited this privilege, the respective governments should think proper to order them to leave the country, the term of twelve months from the publication or intimation of the order therefor shall be allowed them in which to arrange and settle their affairs and remove with their families, effects, and property; to which end the necessary safe conduct shall be given to them, which shall serve as a sufficient protection, until they arrive at the designated port and there embark; but this favor shall not be extended to those who shall act contrary to the established laws. It is, nevertheless, understood that the respective governments may order the persons so suspected to remove forthwith, to such places a the interior as may be designated. ARTICLE XXXIII. In the event of a war, or of any interruption of friendly intercourse between the high contracting parties, the money, private bebts, shares in the public funds or in the public or private banks, or any other property whatever, belonging to the citizeus of the one party in the territories of the other, shall in no case be sequestrated or confiscated. ARTICLE XXXIV. The high contracting parties, deing to avoid all inequality in their public communications and official intercourse, agree to grant to their enroys, ministers, charges d'affuires, and other diplomatic agents, the same favors, privileges, immunities, and exemptions that those of the most favored nations do or shall enjoy ; it being understood that the favors, privileges, immunities, and exemptions granted by the one party to the envoys, ministers, charges d'affaires, or other diplomatic agents of the other party, or to those of any other nation, shall be reciprocally granted and extended to those of both the high contracting parties respectively. ARTICLE XXXV. To protect more effectually the agree to admit and receive, mutually, consuls and vice-

" Philo," is a windy, wordy thing, and destitute of any claims to merit.

THE LEGISLATURE.

We refer our readers to our Legislative columns for the proceedings of this body

On monday last Calvin H. Wiley, Esq., one of the commoners from Guildford, was elected Superintendent of Common Schools.

On the same day Daniel W. Courts, been stricken out. Esq., was re-elected Treasurer by a handsome majority. Mr. Courts has made one of the very best Treasurers the State has ever had; and his re-election, especifor R. G. A. Love, Esq., the commoner from Haywood.

The two Houses have rescinded the joint agreement to adjourn to day, the 15th, next, the 22d. It is possible but not probby that time. No final action has yet been had upon the Senatorial or Congresof the Commons; and besides there are three Solicitors, a Superior Court Judge, seven Councilors of State, four Trustees No vote has been taken since our last for Senator. The contest, will, in all prob-

THE LEGISLATURE.

The bill to incorporate the Atlantic and North Carolina Rail Road Company has been killed in the Senate. The vote on its passage being 22 for and 25 against. We sincerely regret this. It delays for two or more years mercial greatness and prosperity of North Carolina.

The bill making an appropriation for the com-Rivers has passed its 2d reading.

TPOur "L notice to subsc will wait upon with his annu: caught unprep Later from 1 rom a gentlem Mr. M. W. Ran torney General der, Esq., of L

Judical district. Solicitor for the

Old Fogies Hurrah for Superintender Our Legislatuie of Superinte

the State at la

elected CALVIN

to fill the post .---

the selection (

and a writer o

yet doubtful in

He will pardon

at his success.

ITA Wa

the Baltimore

sculptor, has g

Newport-as v

terday-have

ning to worse t

The nominal

EVERETT AS Sec confirmed by L

ther he posses

J. RANDOLPH CLAY, [L. S.] J. CMO. TORRICO, L. S.

And whereas the said Treaty has been duly ratified on both parts, and the respective ratification of the same were exchanged at Washington, on the 16th instant, by WILLIAM HUNTER, Acting Secretary of State of the United States and Senor Don JUAN Y. DE OSMA, Charge d'-Affaires of the Republic of Peru, on the part of their respective governments.

Now, therefore, be it known, that I, MILLARD FILLMORE, President of the United States of America, have caused the said Treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this nineteenth day of July in the year of our Lord one [L. S.] thousand eight hundred and fifty-two, and of the independence of the U. States of America the seventy-seventh.

MILLARD FILLMORE.

BY THE PRESIDENT :

W. HUNTER, Acting Secretary of State.

Adjournment .- Our Legislature adjourned last evening, after a session of twenty two days. A number of important public measures have been perfected, among which are the re-districting of the State; the re-charter of the Bank of the State ; the incorporation of a number of new, and the re charter of the old banks;

commerce and navigation of their respective citizens, the liberal aid given to the Blue Ridge Rail the United States of America and the Republic of Peru Road Company and many other matters of less als in all their ports open to foreign commerce, who public moment.-South Carolinian, Dec. 17.

poned, for the want of time, we believe, to conconsider it.

William N. H. Smith, Esq., has been reelected solicitor in the first Judicial Circuit, and Mr. W. L. Steele, the Senator from Richmond and Robeson, has been elected a Trus. tee of the University, to fill one of the four vacancies in the Board.

P. S.-Thursday's Proceedings necessarily omitted, as usual. In the Senate, the Bill for the relief of the Cape Fear and Deep River Navigation Company passed its third reading, and is, therefore, a law. In the House, a bill and to provide for the election of another Judge and another Solicitor, was defeated.

Another ineffectual balloting was had for Senator. The number of votes cast was 160necessary to a choice 81. Mr. Dobbin receiv. ed 75; Mr. Rayner 73; scattering 12. All the Whigs voted for Mr. Rayner, with the exception of Messrs. Albritton, Holeman, Mills, Styles, Tripp and Teague ; and all the locofo cos voted for Mr. Dobbin, except Messrs. Byrd, Colton, Christmas, Love, Watson and Saunders.

A balloting was also had for Attorney Gen.