possibly kin. I'll let you know. No more from your friend till death.

JOS. JONES.

I like to forgot to tell you bout cousin Pete. He got snapt on egg nog when he heard of my gagement, and he's been as meller as a bos-apple ever sense.

A GOOD STORY.

Col Johnson, in his talk to the people of Trenton, told a capital story about a Baptist minister by the name of Sucket, who is a near relative of the Vice President.

It seems that Sucket had been a dissolute fellow, and a great fighter; but just before the battle of the Thames had suddenly changed his course, and became pious. He, however, had a strong inclination for the camp, and volunteered his services to assist the Colonel against the enemy, under the condition that he should have the privilege of preaching to the soldiers in the camp. The condition was galdly embraced, and Sucket was enstalled as Major, under a sort of certificate from the commanding officer.

He was an energetic, stirring man, a capital officer and a zealous preacher.—On the day before the battle of the Thames, the Col. dropped into one of his meetings. He was holding forth with a stentorian voice, and insisting strongly on the doctrine of predestination.—'All the destines of men' said he, 'are in the hands of the Almighty, and not a sparrow falls to the ground without his direction He is, too, the God of Battles.' He directs the bullet in the fight as well as the peaceful operations of the household, and hence, there is just as little danger on the field of battle, as in the work shop or at the plough tail. If you are to die you will die at all events, but if you are to live, the Almighty can turn the bullet out of its course as easily as he can number the hairs of your head if your time has come you will die, whether on the battle-field or not 'But,' continued he, 'I don't believe your time has come I don't think my friends, you are to die just now.'

The next morning while preparations were making for the battle, Johnson met the preacher.

'Well Sucket,' said he with a smile, 'we are likely to have serious work to day and as you think that a man cant die till his time comes, and that he's just as safe in one place as another, I should like to have you charge at the head of your column; & mark me now dont you fire till the enemy has discharged every gun, then take aim at the whites of their eyes, and having fired, stop for nothing, but grapple them by the throat and make sure work of it.

'Very well Colonel,' says Sucket, 'I'm always willing to test my faith by my works.'

Accordingly Sucket took his position at the head of his command which was about 500 strong, and received the fire of 700 of the enemy. He stood it like a man, only winking a little as the balls came whizzing past him in showers.—But he obeyed his orders to the letter; and, having received the 700 bullets of the enemy, he advanced forward, poured in a deadly fire and immediately grappled hand to hand with the foe, which soon decided the fate of the day.

After the action was over, the Colonel remonstrated with him good humoredly for killing so many of the enemy. 'Why Sucket,' said he, 'this was altogether useless; half the number would have answered every purpose. How came you to cause such a useless waste of human life?' 'Don't know how it was Colonel,' replied the preacher, 'we only fired once and I rather think it was because *their time had come*.'

Sucket is still living and preaches to this day in one of the western states.

TRAVELLING IN EUROPE.

—One of the editors of the New York Express, Eratus Brooks, Esq. who made a run over the Continent of Europe last summer, has published the following statement in reply to inquiries put to him for information respecting his routes of travel and attendant expenses:

All readers must be aware that the expenses of travelling abroad, as at home, will depend almost entirely upon the traveller. Prices vary there as here, and more in the various means of conveyance,—as well as at the hotels. Upon all European Railroads there are from two to three classes of cars, and gentlemen oftener take conveyance in the second than the first, where the price is at least one third less. So in England, Scotland and Ireland upon the mail and accommodation coaches outside places which are always preferable, costs but a trifle more than one half of the inside. The steamers upon the Baltic, Elbe, Danube, Rhine, Mediterranean and Adriatic in like manner sometimes have three places, with as many prices, and sometimes those in the first except that passengers have a room to themselves, have no better accommodations than those in the second. All these matters of course depend entirely upon the traveller, & the amount of expenses at a hotel in like manner are much or little as he chooses to make them so. Nevertheless there are many general and unavoidable expenses which are the same for all travellers, and we give such details of these as may be of interest to any one intending to make a tour through Europe.

The route of the writer after landing in England at the Isle of Wight, and visiting Portsmouth and Brighton on the way to London and the towns in the vicinity, was through Belgium, Holland —from Amsterdam to Hamburgh, rom Hamburg to Kiel in Denmark, from Kiel to Copenhagen, and from Copenhagen to Elsineur and Gottenburg in Sweden from Gottenburg to Christiana and the interior of Norway. From Norway the writer retraced his steps toGottenburg & thence by [illegible] of Sweden. In Sweden he visited Upsala and the mining districts.

Returning to Stockholm he took passage for Abo and Revel in Finland, and thence to Cronstadt and St. Petersburg. In Russia he travelled from eighteen hundred to two thousand miles, nine tenths of the distance by the land conveyances of the country. Poland came next in his route, and entertaining the country upon the Russian frontier he left it by the Prussian. His route in Prussia after visiting Berlin, Potsdam and all places of interest in the vicinity, was by mail road to Leipsic, and thence to Dresden by the same conveyance. Having spent a few days in Saxony, we passed on by land and water to Prague, and continued our route through Bohemia to Linz on the Danube, descending which we found our way to Vienna. Our route after visiting all the country in the neighborhood was to Trieste across the Styrian Alps to Trieste, thence by the Adriatic to Venice. By Padua, Ferrara, Bologna, Florence, Rome and Naples we reached the Mediterranean, leaving Naples for Leghorn, Pisa and Genoa.

By Pavia we reached Milan and re-entered Sardinia after crossing the Simplon, Switzerland came next, and after passing many pleasant days upon the lakes and mountains, we left Genoa by the Jura mountains and entered Paris by the interesting province of Burgundy following the Seine from Dijon to the Capitol. By Rouen and Havre we re-entered England, and after travelling one thousand miles in England, Ireland and Scotland took passage from Liverpool toNew York in the ship, which in sight of land and home, had well nigh given us a grave beneath the sea.

We have mentioned but a few of the places we have visited,—the time of absence was a few days short of eight months. Our travelling expenses were a little more than one thousand dollars.—The distance, including two voyages across the atlantic, about nineteen thousand miles.

The most expensive country for travelling we visited was Russia. England came next and then Holland. In Norway, Denmark Sweden, Poland, Prussia, Austria, and all the German country; expenses are about the same as they are in the United States. In Italy and France travelling is cheaper than with us. In Russia, one of the most expensive items as well as the greatest annoyance, is passports. The custom of feeing the servants prevails all over Europe, and the demand is legion. At the respectable hotels in England, waiter, chambermaid and boots expect a per diem of about fifty cents If you ride a hundred miles upon an English or Irish mail coach you must pay the guard and the coachman, who demand at least two English shillings each The list of sundries, too, are many for porterage—Railroad travelling in England is very expensive, and the price in the second class cars is considerably more than in the first class cars in the United States.

In Prussia, Saxony and Austria, where altogether there are about three or four hundred miles of railroads completed, railroad travelling is about the same as with us. In France the difference is not material, but in the second class cars which are generally equal to our best, the price of travel is cheaper, Travelling by coaches in Great Britain varies from $4 50 to $8 for one hundred miles the inside seats being the most expensive, & in good weather, the least comfortable. The prices in the French and Italian dilligences also, vary, and almost in the same ratio. Throughout almost all Europe boarding is almost a piece work business. A Dane, Swede and Norwegian, will eat four or five meals a day; and a Frenchman never more than two. Each pays for what he has, and the amount of a bill of course depends altogether upon the fancy and appetite of the traveller, More, we might add, and have given in the series of letters we have written, and which are now in the course of publication. Our present aim has been only to comply with the wishes of several correspondents.

ATLANTIC STEAM NAVIGATION.—We have received, by the Caledonia, the important intelligence that the western terminus of the Cunard steamers is positively to be changed from Boston to New York early next spring.

It appears by this inteligence that the Unicorn, the connecting steamer from Halifax to Quebec, has been a loosing concern since the establishment of the line; that in consequence of this; the small number of passengers offering at Boston compared with the number leaving New York: and the fact that the French steamships are to make this their western stopping place, the agents of the Cunard line, the McIvers of Liverpool, have concluded to run the Caledonia, Acadia, Hibernia, and Britannia to Halifax; to withdraw the Unicorn from the Quebec route, and run her to New York, leaving the above named steamers at Halifax till her return from this city. Halifax is to be their terminus, and the Unicorn is to be the connecting link with America. Boston is to have no steamer except the North America, which now runs to St. Johns. It is by this arrangement that the contract which now compels the large steamers to go to Boston can be made null and void.

In addition to this we learn that the Great Western, the favorite, will begin her trips early next Spring, under the command of Captain Matthews, who was her first officer under Captain Hosken.—She will be followed by the Great Britain the New iron Monster steamer, which is to be placed under the command of Captain Hosken. These two fine steam packets will commence their regular trips about the same time that the French steam ships begins theirs.

We also understand that the French government are pushing their Atlantic steamers towards completion at a rapid rate for the purpose of an early start in the Spring. Four of them will be ready to leave Havre when the Great Western and Great Britain leave Liverpool. Eleven steamships will, therefore, be employed in 1844, in running from Liverpool and Havre to New York. These will give us at least one a week.

One of the most important features in these arrangements is to be seen, tried and proved in the monster steamer Great Britain. She comes out propelled by the submerged Archimedian screw, with six masts, a hull of iron, and has no ugly looking wind resisting wheel houses. It is almost sure—from experiments already made with the "Monster," the Great Northern, Archimedes, our own beautiful Princeton, and a dozen others—that this new principle of propulsion is destined to produce a complete revolution in ocean river and canal navigation, for peaceful as well as warlike purposes. Not a doubt is entertained, in our minds, of the utility, power and capacity, of these submerged screws. After the monster Great Britain has made one or two trips across the Atlantic, we shall see a rapid disappearance of all unwieldy wheel houses, and the introduction of the screw propellers, which offer no resistance to wind, wave, or public favor.

Already, in this country, there are over forty steam vessels, including the Princeton, with the Ericsson screw, from fifteen to twenty in England with the Archimedian screw, and three in France. Russia has also the same principle introduced into several of her steamers. We verily believe that, in less than a quarter of a century, all steam vessels on the face of the waters will have the submerged screw. It will take that time to wear out the steamers now in use. Then the small compact screw will take the place of the stupendous wheels.—*N. Y. Herald.*

A MAGNIFICENT BOOK.

The New York correspondent of the National Intelligencer writes:

In Bold contrast with the shilling literature, Wiley and Putnam have for sale the travels of Maximilian, Prince of Wied price *one hundred and twenty dollars per copy*' This superb book has eighty one elaborately colored plates, imperial folio—each one beautiful enough to frame as a finished landscape The prince was accompanied by an able artist, and he passed two years in this country, arriving in July, 1832. He says in his preface:

'For the very remarkable character of these Indians, (those of Central North America) differing so completely from that of all other races of men in a savage state their great intelectual superiority, their juster notions of one Great Spirit, the Creator of all things, the many traits of magnanimity related to them, and notwithstanding their alledged cruelty to their enemies, the absence of cannibalism have all combined to inspire a kind of romantic interest in their fate, which is enhanced by the two probable apprehension that their doom is sealed; since they are giving way with such accelerated rapidity before the resistless advance of the white man that the time appears not far distant when they will be entirely swept from the land of their fathers.'

The Prince travelled ten thousand miles in our country. I have not read his quarto letter press volume, but I should think, from opening it here and there, that it would pay for copying with a pen to print from in the shilling form. though not for buying one copy to put into the hands of the compositor.

LIFE IN NEW YORK.—The New York correspondent of the National Intelligencer writes:

The female dynasty is gaining ground I mentioned in a previous letter that a Ladies Oyster Shop was opened in New York and a Ladies Reading Room projected. The latter is since organized and about going into operation, and meantime another masculine privilege has gone over to the ladies. A Club Bowling Alley has been established in Broadway, near Franklin street, most luxuries in all its appointments—carpets, ottomans, dressing rooms, &c. The families subscribing are of the most fashionable cliques, and no male foot is suffered to enter this gynecian gymnasium—the pins being set up by girls and the attendance exclusively feminine. The luxuries remaining to our sex up to the present time are fencing and boxing—the usurpations of which are probably under consideration. The fashion you would suppose would scarcely gain by masculinifying, but the ladies are wearing broadcloth cloaks for a beginning.—There is another article of male attire which they have long been said to wear occasionally, but I am incredulous. Seeing would be believing.

SMALL CHANGE.—Any one travelling along the seaboard of North Carolina, will notice the immence quantity of dried herrings used by the inhabitants.—They appear to constitute the staff of life in that quarter.

A gentleman on his way to the South not long since, got out of the stage and entered a tavern for the purpose of refreshing himself. After taking a glass of whiskey and treating the driver, he threw down a half dollar. The barkeeper looked perplexed, and said, 'I have no silver change, sir, but plenty of the common, if you will take it.'

Here he counted out thirty seven herrings, which the traveller had to roll up in a piece of paper and take with him, thinking they might serve for a dinner The stage went on, and at the next stopping place he hailed an old lady, and asked her if she could sell him a loaf of bread. She offered him a large loaf of fresh rye, and in return he counted out six herrings.

'La me,' she exclaimed, 'where did you get so much change?—Can you change me a quarter?' This he did cheerfully, and had six herrings remaining to eat.

From the Albany Evening Journal.

A PRESIDENTIAL VOTE:—We have received from a correspondent an interesting account of the remarkably long trip of the steamer Knickerbocker from this city to New York on Thursday night and Friday. The dense fog which prevailed was the cause of the delay. The steamer first ran agrounnd near Castleton, where she lay until 12 o'clock the next day.—She was then got off, and kept on her way until 8 P. M. when she was 'brought up' by another Egyptian fog. The next morning she proceeded, and arrived in New York after a passage of thirty five and a half hours. Of the doings of the passengers during the embargo our correspondent gives the following account:

'All on board appeared contented. We had enough to eat and drink. Politics and the tariff were the main tropics of conversation. In the evening (Friday) we got up a political meeting, when it was resolved to test the political sentiments of the vast concourse. James S. Wardsworth, the President of the Agricultural Fair, was called to the chair.—Mr. Mosely, of Buffalo, addressed the meeting in behalf of the Whigs and the Tariff: Mr. Seymor, the member elect from Oneida, in behalf of Van Buren, Calhoun, Johnson, Cass, and Free Trade, and Mr Attree, of the Herald, in behalf of no one in particular, but in favor of Locofoco principles generally. The Whigs to a man voted for Henry Clay; but the Locos attempted to dodge the question by wanting to take the vote for the nominee of the Baltimore Convention. After many motions and much excitement the vote was taken and resulted as follows:

'For Henry Clay and the Tariff	83
'For Van Buren, J. C. Cass and Free Trade	37

'The report of the tellers was received with three times three hearty cheers.'

During Mr. John Quincy Adam's short sojorn in Washington, Pennsylvania, he paid a visit to the Female Seminary near that place. He was welcomed in the spacious hall of the Seminary in the presence of a large number of ladies, by Miss S. R. Foster, the Principal, in a neat and appropriate address. Mr. Adams responded, but so deeply was he affected by the address of Miss Foster, as to be for some time inaudible. When heard he spoke as follows:

'This however, is the first instance in which a lady had thus addressed me personally; and I trust that all the ladies present will be able sufficiently to enter into my feelings to know, that I am more affected by this honor, than by any other I could have received.

You have been pleased, Madam, to allude to the character of my father, and the history of my family, and their services to the country. It is indeed true that from the beginning of the existence of the Republic as an independant Nation my father and myself have been in the public service of the country, almost without interruption. I came into the world as a person having personal responsibilities with the Declaration of Independence, which constituted us a nation. I was a child at that time, and had then perhaps the greatest blessing that can be bestowed on man—a mother who was anxious and capable to form her children to what they ought to be. From that mother I derived whatever instruction—religious especially, and moral—which has pervaded a long life; I will not say perfectly, and as it ought to be: but I will say, because it is justice only to the memory of her whom I revere, that if, in the course of my life, there has been any imperfection, or deviation from what she taught me, the fault is mine, and not hers.

With such a mother, and such other relations with the sex, of sister, wife, and daughter, it has been the perpetual instruction of my life to love and revere the female sex. And in order to carry that sentiment of love and reverence to its highest degree of perfection, I know of nothing that exists in human society better adapted to produce that result, than institutions of the charecter that I have now the honor to address.

I have been taught, as I have said, through the course of my life, to love and to revere the female sex, but I have been taught also—and that lesson has perhaps impressed itself on my mind even more strongly, it may be, then the other—I have been taught not to flatter them. It is not unusual in the intercourse of man with the other sex—and especially for young men—to think, that the way to win the hearts of ladies is by flattery.—To love and to revere the sex, is what I think the duty of man; but not to flatter them; and this I would say to the young ladies here; and if they, and others present, will allow me, with all the authority which nearly for score of years may have with those who have not yet attained one score—I would say to them what I have no doubt they say to themselves, and are taught here not to take the flattery of men as proof of perfection.

I am now, however, I fear, assuming too much of a character that does not exactly belong to me. I therefore conclude, by assuring you, Madam, that your reception of me has affected me, as you perceive, more than I can at all express in words: and that I shall offer my best prayers, till my latest hour, to the Creator of us all that this institution especially, and all others of a similar kind, designed to form the female mind to wisdom and virtue, may prosper to the end of time.

THE WHIG BANNER.

☞ To the politeness of Mr. Levi Fahnestock, chairman of the Whig Banner Committee, we are indebted for the following description of the splendid banner now preparing for presentation to the delegation having the largest proportionate number in attendance at the Young Men's Convention from any state but Maryland:—*Whig.*

The Committee appointed to designate and procure the Banner, to be presented on behalf of the Whigs of Baltimore, to such State Delegation to the Young Men's Whig National Convention of Ratification, as shall have the largest proportionate number in attendance having in view the whig population of the several states as tested at the presidential election of 1840, and their relative distances from this city, have decided to procure one, of which the following is a description and explanation:—

The Banner will be painted on Satin—On the front side will be painted a portrait of Henry Clay, on a shield, supported by two female figures, the one on the right, Agriculture, supported by a Sheaf of wheat; the one on the left Fame in the act of recording the many noble, useful and patriotic acts in the life of that great American Statesman and Patriot. An Eagle perched on the top of the Shield, will represent the Arms of the U. States; supported by Henry Clay. On the back ground will be painted appropriate emblems, representing agriculture, Commerce, Manufactures, and Mechanic Arts; and below the vignette will be painted in gold two Cornucopias, the fruit and flowers contained therein painted in natural colors; all intended to be illustrative of the abundance, prosperity and general beneficial effects that will flow from the establishment of the measures advocated by the Whig party, with Mr. Clay at its head. Part of the front side of the Banner will also be richly embroidered with chenille,

On the reverse side will be painted in the form of a Wreath, the Coat of Arms of each of the States of the union, connected by richly painted and gilt work—inside of the wreath thus formed, will be painted an appropriate motto,

The top piece, usually consisting of a round straight rod, will be something entirely unique, being in the form of a broad bow, highly carved with fruit, flowers, &c., and richly gilded. The fringes drapery, and other ornamental work will be of the most splendid description

The Banner will be supported by a Staff cut by the hands of Henry Clay himself, from the growth of the soil of his own Ashland. On the top of the staff over the Banner will be placed, plated with gold, the Roman Fasces, or bound reeds, representing the unanimity of the Whig Party, and their determination to maintain inviolate the Union of the States.

The design by Mr. William Curlett; a superior artist of this city, by whom it will be painted. The arrangement of the Banner, Embroidery, Trimmings &c. will be executed under the direction of Mr. John Gade.

The entire cost of the banner will be about $800.

REPUDIATION.—We have persued the able Address delivered by Thomas Duckett, Esq., before the Prince George's Agriculture Society, held on the 2nd inst. and give place to the concluding remarks of the Orator, who condemns Repudiation in the following emphatic language:

'In conclusion—one word more, Mr. President, and I have done. As private men but more particularly as Citizens of Maryland, every considerations which can address itself to our understandings and our hearts, enjoins upon us rigid economy in the management of our affairs, and augumented industry and skill. In all verity Economy must become emphatically the order of the day. We must practice it ourselves; daily instil it into our Sons & our daughters; and their Mothers must inculcate the lesson, not only by their precepts, but examples.—Prices of produce are low, without the prospects of improvement; Taxes are high, probably will be higher; and likely to continue throughout the generation. Public and private Debts, in conscience, are equally obligatory upon the Citizen; and must be paid. The honor and credit of the State though not yet tarnished, are in jeopardy. On the virtue and intelligence of the Agricultural portion of her Children, by far the largest and most influential, Maryland relies with hopeful confidence for their complete vindication. To the discomfiture of the wicked that reliance will not prove vain. Our ability to pay none can doubt, our willingness is equally certain!

But should the day ever come when the people of our native State—dead to shame; recreant to honesty and honor—ignobly false to the fame and glory of their ancestry; shall by themselves or their legally constituted Agents solemnly refuse ultimate payment to the uttermost farthing of money borrowed by their order upon their credit, for their use, from the Widow, the orphan, the Citizen or the Stranger, that day will be the epoch of their downfall.—Their name thenceforth will be a bye word—themselves objects of the scorn of Men and subjects of the frown of Heaven. *A Nation of swindlers! Man cannot honor—God will not bless!*'

CHANGE OF FORTUNE—A Mr. Dominic Von Malder, of Halifax, Nova Scotia, received information last week that he had become entitled to a fortune of £17,000 per annum, by a decease of a relative in Europe. When the news reached him, he was employed in shoveling a heap of coals into his cellar. Mr. Von Malder has resided in that city for many years, and earned a livelihood as a journeyman painter.—[Quebec Mercury.

POSTAGE.

The meeting held in New York on Saturday, in favour of Post Offie Reform was large. C. Bolton, Esq. presided.—We learn from the Tribune that the following form of a Memorial to Congress was presented and read, and after an animated debate upon various amendments, (proposing generally to refer the whole matter to the Committee,) in which P. L. Mills, James Lee, B. Bates, Lewis Tappan, H. Greeley, and several others participated, the amendments were negatived, and the memorial adopted, viz:

TO THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES.

The undersigned, citizens and payers of postage, respectfully represent—

1. That the Rates of Postage now imposed by the Government are exorbitant oppressive to the People, and calculated to defeat their avowed object of making the Post Office Department pay its own expenses;

2. That the Franking Privilege, as it is now authorized and exercised, is unjust, unequal, anti republican, and ought to be utterly abolished, except as it may be expedient to allow it to cover the strictly official correspondence of the Post Office Department itself;

3. That not one third of the correspondence of the country now pays Postage in the Mails, nor will it until the Rates of Postage are greatly reduced, and the Franking Privilege abolished;

4. That an uniform charge of five cents, in advance, on each letter weighing not more than half an ounce, and of five cents additional on every half ounce thereafter, for all distances, would afford at least as much revenue, and be vastly more beneficial to the Public, than the present exorbitant rates;

5. That the present arbitrary, capricious, and excessive charges on the conveyance of printed matter, others than newspapers in the mail seems directly calculated to drive away custom from the department, when its plan interest should lead it to court and attract business, as all of us are obliged to do if we would live by it. We would, therefore, request the adoption of a uniform Rate of Postage of one half cent on every newspaper, periodical, or printed sheet, conveyed in the mail, when the Postage is paid in advance, and double that sum on each sheet which may be so conveyed, when it is not so paid in advance.

6 That the reduction of our Rates of Postage to sums computed, and payable in the Federal Currency of this Union, is demanded by a just regard to National character, no less than to the obvious convenience of the people.

7. That the penal enactments and denunciations, by which it is sought to compel the people to support the Post Office, when their own interest and convenience may be better subserved without it, are absurd, tyrannical, inefficient for any good purpose and ought to be abolished

Wherefore, we entreat your honorable bodies to take early, decided, and efficient measures for the relief of the people from the burdens under which they have long groaned, and which threaten the destruction of the utility and solvency of the Post Office, by the total withdrawal of the public confidence and patronage.

At the suggestion of Lewis Tappan, the General Committee was now ordered to be enlarged to twenty one, the President of the meeting being Chairman, and said Committee was authorized to collect facts and funds, and do everything in their power to promote the great object of Postage Reform. The meeting then (2 P. M.) adjourned.

Correspondence of the United States Gazette

WASHINGTON, Nov. 26 1843.

J. R. Chandler, Esq.—As this has been what in legal parlance is termed a *dies non*, that is to say Sunday, you and my readers will scarcely expect me to have gathered much for their edification or amusement. Superadded to my disinclination to visit the various hotels today to hear and see what was going on and who was arriving, a severe cold laid an embargo upon me and I yielded to its injunctions to keep my room for the greater part of the day. I learn, however, that a considerable number of members have arrived to-day and this evening. Mr Kendall is very assiduous in his attention to all as they come, in hopes to win their sweet voices for himself as printer to the House. Blair & Rives, it is thought, will stand but a small chance of success, though it is quite uncertain who will be the favored one. Bryant of the New York Evening Post and your very facetious and good humored neigbour, Neal, are among those spoken of as printers to the House. Politics aside, I know of no one I would sooner see holding his dish under these rich droppings than Neal, maugre some few unfair hits at myself.

It was sometime ago reported that the Moyamensing Bank was to become the possessor of the Government deposites. This rumor was not without foundation, though it is not likely to prove true. The matter was determined upon both by Mr. Tyler and Robert, and the Secretary of Treasury directed to make the transfer.—But the Secetary of the Treasury put his veto upon the movement. Having argued Mr. Tyler out of the notion, or rather having given him to understand that he would not take the responsibility of such an act, he (Mr. T.) desisted from urging it further. Not so, however with the son, who wrote a somewhat peremptory note to Mr. Spencer, which was borne by a distinguished Repealer of your city, who was very soon made to feel pretty much as Hamlet made Rosencrantz and Guildenstern feel, when he sought them to play upon the pipe he presented them. It is certain that the bearer of the note, & his official companion, went away with a flea in their ears.

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