ted for that purpose, that is to say, the penalty of the bond of the clerk of Baltimore county court shall be twenty thousand dollars, that of the clerk of Baltimore city court shall be twenty thousand dollars, and the penalties of the bonds of each of the other clerks mentioned in this act, shall be five thousand dollars, which said bonds shall be executed, filed and recorded, in the same manner as the bonds of such clerks are now required to be executed, filed and recorded.

D. CLAUDE, Treas. Md.

April 5, 1845—3t

THE BEGGAR AND BANKER.

A STORY FOR THE MINT.

"Stand out of my way," said a rough voice under my window one day, as I sat musing over the bustling scenes below me, at my lodgings. "Your honor will please to recollect," replied a sharp but somewhat indignant voice—"your honor will please to recollect that I am a beggar and have as much right to the road as yourself." "And I am a banker," was retorted still more gruffly and angrily. Amused at this strange dialogue, leaned over the case, and beheld two citizens in the positon which a pugilist would denominate squared their countenances somewhat menacing, and their persons presenting a contrast at once ludicrous and instructive. The one was a purse proud, lordly mannered man, apparantly in silk, and protecting a carcass of nearly the circumference of a hogshead; the other a ragged and dirty, but equally impudent and self-important personage; and from a comparison of their countenances, it would have puzzled the most profound M. D. which of their rotundities was stored habitually with good victuals or drink.

Upon a close observation, however, of the countenance of the banker, I discovered, almost as soon as my eye fell upon it, a line bespeaking something of humor, and awakening curiosity, as he stood fixed and eyed his antagonist; and this became more clear and conspicuous when he lowered his tone and asked—"How will you make right appear?" Said the beggar, "Why listen a moment, and I'll teach you. In the first place, do you take notice, God has given me a soul and body just as good for all the purposes of thinking, eating and drinking and taking my pleasure as he has you—and then you may remember Dives and Lazarus as we pass. Then, again, it is a free country, and here, too, we are on an equality—for you must know that here even a beggars dog may look a gentleman in the face with as much indifference as he would a brother. I and you have the same common master; are equally free; live equally easy; and both travelling the same journey, bound to the same place, and both have to die and be buried in the end."

"But," interrupted the banker, "do you pretend there is no difference between a beggar and a banker?" "Not in the least as to *essentials*. You swagger and drink wine in company of your own choosing—I swagger and drink beer, which I like better than your wine, in company which I like better than your company. You make thousands a day perhaps—I make a shilling perhaps—if you are contented, I am—we are equally happy at night. You dress in new clothes; I am just as comfortable in old ones and have no trouble in keeping them from soiling; if I have less property than you, I have less to care about; if fewer friends, I have less friendship to lose; and if I do not make as great a figure in the world, I make as great a shadow on the pavement—I am as great as you. Besides my word for it, I have fewer enemies meet with few losses, carry as light a heart, and sing as many songs as the best of you."

"And then," said the banker, who had all along tried to slip a word in edgways, "is the contempt of the world nothing?"

"The envy of the world is as bad as its contempt—you have perhaps the one, and I a share of the other. We are matched there, too. And besides, the world deals in this matter equally unjust with us both. You and I live by our wits, instead of living by our industry; and the only difference between us in this particular worth naming is, that it costs society more to maintain you than it does me—I am content with a little you want a great deal.—Neither of us raise grain or potatoes, or weave cloth, or manufacture any thing useful, we therefore add nothing to the common stock; we are only consumers; and if the world judge with strict impartiality, therefore it seems to me, I would be pronounced the cleverest fellow."

Some passers-by here interrupted the conversation. The disputants separated apparently good friends, and I drew in my head ejaculating, somewhat in the manner of Alexander in the play—"Is there then no difference between the beggar and the banker."

But several years have since passed away—and now both these persons have paid the last debt of nature. They died as they lived, the one a beggar, the other a banker. I examined both their graves when I next visited their city. They were of a similar length and breadth—the grass grew equally green above each, and the sun looked down as pleasantly on one as on the other. no honors, pleasures or delights clustered round the grave of the rich man. They were both equally deserted, lonely and forgotten! I thought, too, of the destinies to which they had passed; of that state in which temporal honors are regarded not. Where pride and all the circumstances which surrounded this life never find admittance. Then the distinctions of time appeared indeed as an atom in the sunbeam compared with those which are made in that changeless state to which they both had passed.

ANOTHER NEGRO STEALER. A man named Strong has been arrested in Louisiana, for abducting a slave. When arrested, he asserted positively that the negroe had stolen him, but finding the plea of no avail, his excuse was that having lost all he had by betting on the presidential election he had stolen the negro in order to reimburse his losses.

FOREIGN NEWS.

FROM EUROPE.—The packet ship Louis Phillippe, at New York from Havre, brings French advices to the 8th March. The London dates are to the 6th.

In the British House of Commons, on the 5th, Sir Robert Peel declared that United States sugar would be admitted under the same advantages of the reciprocity treaties as the sugar of Java and Manilla.

The Chancellor of the Exchequer had fixed upon 14th of March for the new Sugar duties to take effect. All efforts to prolong the time were unavailing.

The French Ministry command the confidence of the Chambers by a large majority.

The Minister of Finance & the King are said to oppose the project for the conversion of the five per cents.

The Paris Presse says that the Minister of the Marine is preparing to bring in a bill for a new organization of the transatlantic steam packets.

The Revue de Paris says that a naval reinforcement will be sent immediately to the Pacific; and adds that it will be accompanied by a scientific commission, charged with a minute examination of the rocks, reefs and other dangers among the Polinisian islands.

The London Times of March 4th gives an account of a destrutve fire on the premises of Enderby and, Brother, rope makers and South Sea merchants, near Greenwich. The main factory, a large building overlooking the Thames, was destroyed, with the exception of the bare walls, which fell down during the day by the force of the wind. In this building was a large deposit of manufactured goods. The origin of the fire is unknown. The total loss is supposed to be from £40,000 to £50,000 while th insurance does not exceed £60 00 Two hundred and fifty workmen are thrown out of employment by the calamity.

The death of Lord Wynford, and Mr. Baron Gurney, are announced in the English papers.

The services at the Church of Saint Roche, on the 3d of March, were suddenly interrupted by the explosion of a petard, which some person had attached to one of the doors, so that when the door was opened it should be discharged. Fortunately no person was seriously injured.

A melancholy accident occured at London on the 6th, in the workship of an engineer named Samuda. A steamboat boiler, whose strength they were trying, bursted with a frighful explosion, killing three of the workmen, and wounding eight other persons so severely that their lives were despaired of.

A storm has broken out in the National Assembly of Sweden, which may have serious consequences. In this Assembly four States or classes of the people are represented—the peasants, the burgesses, the clergy and the nobles. The first three of these states have passed a law dividing the property of a deceased person equally among his children, but the nobles oppose it.

With the royal sanction, however, the bill may become a law, notwithstanding its rejection by the nobles; and these have therefore, petitioned the King not to sign the bill. The vote in favor of the petition was 173 to 72. The matter has excited deep and angry feeling throughout the country.

Switzerland.—The last accounts from Switzerland contain nothing of any importance. On the 3d ult. the diet continued the discussion on the measures to be adopted respecting the Jesuits. On the 4th, the debate was resumed and the various deputies took part in it. The decision was expected in the course of that day.

HAVRE COTTON MARKET March 8.

The transastions in Cotton were very animated yesterday during all the day. The sales amounted to 3208 bales. Prices were very firmly maintained, and for some descriptions there was a tendency to advance.

This morning there is not so much doing, as there is not a great deal remaining on sale especially from first hands. In arranging the quotations dealers have put up the quotations of United States descriptions 1 centime. The stock in all hands is computed at 60,000 bales.

LATER FROM CHINA.—The Swedish ship Zenobia arrived at New York on Friday morning, in ninety-nine days from Canton. She left Hong Kong on the 17th of December,—five days later than the Montauk.

There appears to be little or no news. China was quiet.

It seems that piracies in the China seas are quite common.

The English have opened their criminal court at Hong Kong. Three Chinamen were tried for burglary. This is carrying "civilization" to a practical point in China.

American cheap publications were advertised in the China papers.

The Marquis de Ferriere, secretary of the French Legation, left Macao on the 15th of December, for Paris *via* Bombay, with the treaty negociated by M. Lagrenee, for ratification. The Ambassador himself was to embark soon for Manilla.

The Royal Senate of Mecao has given notice that the tariff of 1843 will cease on the first of April, 1845, when a new tariff will go into operation. Also that vessels entering the harbor will hereafter pay five mace per ton anchorage.

There was much sickness at Koolongsoo. Lieut. Greene, of the British sloop of war Plover, had died, and several officers were incapable of duty.

There was a furious tempest at Manilla on the night of November 11, in which several vessels were lost; the town of Nueva Caceres sustained much damage, most of the houses being destroyed, including that of the governor, who had a narrow escape for his life. In the town of Tayobas more than 800 houses were destroyed and the rice crops were ruined.

From the Maryland Republican.

MESSRS. EDITORS:—It is with astonishment and regret that I have observed the course of the public press in Baltimore, in reference to the financial measures recommended by the Governor, and adopted by the legislature at its late session.

The Governor is accused of having recommended, and the legislature with having passed, measures, *designed* to destroy the prosperity of Baltimore, *for the purpose* of rearing up the District cities as her commercial rivals.

The bill for the completion of the Chesapeake and Ohio Canal, and the Stamp act, are paraded day after day, editorially and otherwise, in the Baltimore papers, as proof of this unpatriotic design on the part of the Executive and its legislative branches of the Government. To remedy those *insufferable* evils, resolutions have been proposed in one branch of the city council that the corporate authorities should cease to collect the State taxes within the limits of the city, and the people of Baltimore are called on by communications published in the different papers to resist the enforcement of the stampact, & to *demand* an extra session of the legislature to repeal the canal bill.

I propose to show that the censure which has been thrown upon the Governor and the legislature, in reference to those measures is unjust, and that the course which is being pursued by the city of Baltimore is destructive of her interests.

First in reference to the Canal. The Governor in his inaugural address, stated to the legisture, that the State was paying an annual interest of $100,000, on account of her appropriations to the canal, and that it was incumbent on the legislature to consider whether any course could be adopted by which the State would be relieved from this heavy burthen. That the time had arrived when the people of the State expected some definite action upon this subject. That it was the duty of the Legislature to deside definitely whether the true interest of the State would be better promoted by completing the canal to a more western terminus than Dam No. 6, or by suffering it to remain at its present terminus. That if they should think the interest of the State required its further prosecution, that it was manifestly proper that some provison should be made to that end, and if on the contrary, it should be thought better to establish the present as the western terminus of the canal, then some arrangement should be made with the Baltimore and Ohio Rail Road Company, by which so much trade would be given to the canal from Dam No. 6, as would pay the interest on the advances of the State to that company. I think Messrs. Editors, that I have given the substance of the recommendations of the Governor, in reference to the canal and I must confess my inability to see the want of patriotism or the evidence of a desire to injure Baltimore, which is now attributed to him.

The sole object of the Governor in his inaugural address it appears to me was to recommend such measures as would in his judgement restore the credit of the State, and thereby (as he appeared to suppose,) her immediate and permanent prosperity. The appropriations of the State to the canal are the chief sources of the embarrassment of the State, and I cannot see how with propriety the Governor could have omitted, in reviewing the financial position of the State, to notice the canal question, or in what way he could have taken a more proper view of that question. In considering the present opposition of Baltimore to the canal, it is important to recur to the course hitherto pursued in reference to that work.

You are aware Messrs. Editors, that at the sessions of the legislature of 1835 and 1836, when the eight million bill was before the legislature, three millions for the Canal, three for the Baltimore and Ohio Rail Road, & two for other works (known at the time to be unprofitable,) designed to secure votes to the bill, that the city of Baltimore was the most efficient advocate of that measure. You know that the eight million bill was passed as a Baltimore measure, and by the overpowering influence from the city of Baltimore, brought to bear upon the legislature. You must recollect that our present governor was then a member of the legislature, and was one of the most strenuous opponents of that measure. He predicted the very state of things which now exists. He insisted upon the impolicy of the State engaging in the construction of two works running for eighty miles side by side. He insisted, if the canal was to be carried to the West, that it should be made a Maryland work, by having its Eastern terminus in Maryland; he advocated successfully, as one of the sections of that bill (see the 8th section of the act of 1835 chap. 395,) a provision that unless it should be first ascertained by an actual survey, that the Chesapeake and Ohio Canal could be extended to Baltimore, by the waters of the Monocacy and Patapsco, or by a route diverging from the Chesapeake and Ohio Canal at the mouth of Seneca river and unless enough should be actually subscribed to make such canal to the city of Baltimore, that the subscriptions on the part of the State to the Chesapeake and Ohio Canal should be void.—The Treasurer was expressly prohibited from making the subscriptions to the canal &c., until the Maryland Canal Company, should by their President and Directors have certified to the Treasurer, that a sufficient amount had been subscribed to justify the commencement and *insure the completion* of the canal to Baltimore."—Who were the President and Directors of the Maryland Canal Company? They were citizens of Baltimore. How and by whom was this provision, by which Baltimore was made the eastern terminus of the Canal defeated? How and by whom was this State saddled with the subscriptions authorised by the act of 1835, without securing to the State the terminus of the canal at Baltimore,

Three of the prominent citizens of Baltimore subscribed for the entire stock of the Maryland Canal Company, (some $3,000,000] without possessing the ability to pay as many cents, and the *President* and *Directors* of the Maryland Canal Company *(Baltimoreans) certified* that they had secured a sufficient suberption to *justify* the commencement and *insure* the completion of the canal to Baltimore.

Yes, Messrs. Editors, it was as a Baltimore measure, by Baltimore influence, by the votes of her representatives, by the management (not to say frauds) of some of her citizens, that Maryland has been saddled with this canal debt; & now forsooth the legislature, the representatives of the people of the residue of the State, are censured & denounced by the people of that city, because they have, after the lapse of ten years, and when their constituents have been taxed for four years to pay the interest upon the debt forced upon them by Baltimore and her citizens, for endeavouring to relieve the State from a portion of the present taxes, by making the canal pay the interest upon the money so advanced to it. Messrs. Editors, it was as manifest in 1835 as it is now, to every reflecting mind, that if the State made the large advances to the canal without having its terminus in Maryland, that she would be forced either to abandon her entire subscription to the canal, or to throw upon the canal and consequently to the District cities, all the trade necessary to pay the interest on the State's appropriations to the canal.—The canal had been completed to Dam No. 6, for some years and was found to be entirely unprofitable by completing it therefore under the terms of the bill of the last session, no loss could accrue, and if the canal should succeed in taking the entire coal trade, it will certainly pay a part if not the whole of the interest on the State's investment in the canal. Inconsistent arguments have been made by the contributors to the Baltimore press.—Some suppose that the rail road can successfully compete with the canal, and that the completion of the canal to Cumberland could not consequently yield a revenue to the State. Others suppose that the canal if completed will deprive Baltimore of all the trade and build up the District cities, as her commercial rivals.

If the first be right, you will at once see Messrs. Editors, that no one need complain, because both the State and Baltimore will be after the completion of the canal just where they were before the meeting of the legislature. The State now receives nothing and if the writers first referred to are right the State will when the canal is completed receive nothing. Baltimore too, if these gentlemen are right will be just where she now is, for if the canal when completed cannot compete with the rail road, the commerce of Baltimore cannot be injured.

If the latter class be right then I confess that although the State at large will be released from the payment of a portion of the tax which she now pays, that the city of Baltimore will lose the trade which legitimately belongs to her and which would have been secured to her by the action of those she is now reviling and which will have been lost to her by the action of her own representatives and citizens.

Now, Messrs. Editors, I would ask the people of Baltimore themselves to decide; is it reasonable for them to expect, the people of the State who expect by the completion of the canal to be relieved from taxation, to suffer the canal to remain in its present position. A plain statement of the case is this—the State is now paying $400,000 a year on account of the canal, of which only one-third is paid by Baltimore. The people believe that by completing the canal this interest will be paid by the revenues from the work. What is it that Baltimore asks of the State at large, it is that they should continue to pay annually two-thirds of $400,000 to prevent this supposed injury to the city of Baltimore.

I come now Messrs. Editors, to the consideration of a still more serious portion of this question. What remedy do our friends of Baltimore propose to adopt? Led on by the writers for the press of the city, who, I may be permitted to say, have shown an utter ignorance of the subject, and by the Editors of the press, who knowing the facts and some of them individually favorable to the action of the Legislature upon this question, have yet, influenced by public clamour, permitted articles to be published in their papers, which I have shown have entirely perverted the facts and thrown censure in reference to this question upon some, on whom they knew it could not properly rest. What do they propose?—They propose repudiation. They propose the open resistance of one law regularly passed by the legislature, and they propose to call a Town Meeting to *demand* of the Governor, whom they have misrepresented and calumniated, an extra session of the legislature, to repeal a law which he believes right, and the passage of which he urged upon the legislature. I ask the people of Baltimore to reflect upon the consequences to their city of the ascendency of this doctrine of repudiation. Legislative repudiation may be peaceful, but the open, violent resistence by one portion of the State, to a law regularly passed by the constitutional authorities cannot be peaceful. If the Executive authority have firmness to discharge his duty, it will be a test of the strength of the Government, in which contest if the Executive of the State should find the State forces too weak to sustain the Government, it will be his duty to call upon the General Government for the assistance gurantied by the Constitution of the United States to the State Governments when so situated. But suppose the people of Baltimore should be enabled to resist not only the State but also the General Government, what to the interest of Baltimore would be the result of such an inglorious victory. What would be the principles established by success in such a contest? The people of the city of Baltimore would have as the result of their victory the *proud satisfaction* of knowing that they had established the inadequacy of their own government, and that the public debt of the State, contracted through Baltimore influence and by the vote of her representatives was to remain unpaid.

Let it not be said by those who advocate the resistance of any law constitutionally passed, that they are oppossed to repudiation..

If the people of Baltimore are permitted to resist the stamp law, or any other law, the people of Allegany or of Frederick might with equal right claim to nullify the law by which the Baltimore and Ohio Rail Road company are authorised to have their road to pass through those counties. They would have the same plea and the same justification, for with the same truth they believe that the passage of the road through the limits of these counties is injurious to their interests.

Now, Baltimore commences the work of resistance to the law, and refuses to obey some one law of the last session because of its supposed injurious bearing upon her interests. The people of Cumberland, equally excited and equally impressed with the belief that the rail road is detrimental to their interests, assumes the right which is exercised by Baltimore of disregarding the law, and they pull up a mile or more of the road, so as to prevent all communication with their city. Could Baltimore complain? and may not such a course be naturally expected if Baltimore commences this dangerous doctrine?

But Baltimore has another, and deep interest which will be destroyed by her present course. Her citizens own a considerable amount of the State Stock, and they hold nearly the whole of the five millions of stock of the city of Baltimore.—Both these stocks are to be made worth less, because no man in his senses will believe that the State can be made to repudiate her debt, and that the debt of the city will be regarded as of more validity. The repudiation by the State necessarily draws with it repudiation on the part of the city. But every one who knows the present executive of the State, must know, that no law can be successfully resisted unless the Government of the State is subverted, destroyed, and then there will be an end of all rights, both of person and of property.

But, Messrs. Editors, were I a Baltimorean, I would rejoice that this vexed question is at last settled. No one can believe that the State would have quietly submitted to the annual payment of $400,000 on account of the canal, without taking the chances by completing the canal, to throw off a portion of their burthen. If this question had not been settled definitively at the late session it would have proved a continual source of excitement in our Legislative Halls and the same result would have occurred at some period. It is therefore, better for Baltimore to meet the consequences at once, than that the matter should be delayed from year to year, with the inevitable certainty of the same ultimate result.

What is the legitimate and only remedy of Baltimore? It is to husband the credit of the state, to be as she has been the first to obey all laws necessary for the restoration of that credit. It is in looking to the magnitude of her interest in the State's credit to disregard the annoyance, to which she may be subjected by any law designed and calculated to restore that credit. Her remedy and true policy is to look to her rail road, if not for the power of competing with the canal for the trade of *Allegany county*, yet for the more glorious purpose of securing to the city, the trade of *the vast West*. Baltimore with her rail road completed to the Ohio river, may look with entire composure to the monopoly of the trade of Alleghany county by the canal.—Baltimore has her greatness, her prosperity in her own hands. The restoration of the State's credit, and the prosperity of Baltimore, are correlative terms, and if she suffers the miserable scribblers for a mercenary press to prevail on her to aim a blow at that credit, she will richly deserve the evils which will fall upon her.

I will Messrs. Editors, if I have leisure prepare for your next paper, my views of the Stamp Act, and shew the error into which our friends of Baltimore have fallen, in supposing that this will be an *unequal* or *oppressive* tax.

Yours, &c.,

MARYLAND.

It appears by a report submitted to Congress by Lt. Col. Talcott, that the militia force in the free States is 1,097,651, and in slave States 681,682.

SQUIRMING.—The protectionists have discovered that the general *reduction* of duties in England is "to protect her manufactures." We go for protecting ours in the same way.—*N. Y. Morning News (Locofoco.)*

The friends of American industry, in all those branches which need protection, will take the News at its word. It promises to do more for them than they have ever asked. Sir Robert Peel introduces an extensive system of reductions, some applicable to imports the use of which whether for manipulation or consumption, is small and unimportant, but the great majority applicable directly to articles that are necessary in British manufactures—or as we may call them in a general term, raw material, the subject of British industry. And the Morning News declares that it will advocate a similar course of legislation for the benefit of American manufactures. Of course the proposition includes the other principle of Sir Robert Peel's system—that of levying protective duties on all articles of consumption. The English statesman protects English aggriculture by levying high duties on foreign grain, which is purely an article of consumption in England, while he takes the duty off cotton, which is a raw material for British industry. On the same principle we should lay high duties on cotton and woollen fabrics, which here are articles of consumption, while we take off the duties upon dye stuffs and other articles needed in our manufactures.

In order to show by figures how skillfully and pertinaciously the British Government carries out the plan of favoring British industry, we give a brief synopsis of the tariff of 1842. The number of articles included in that tariff is 813, which by a report or expository statement, prepared for the information of Ministers, are divided into seven classes, according to the amounts of duty they produce, as fellows:

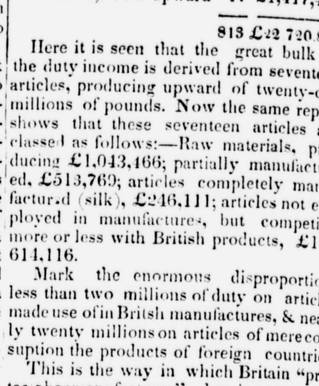
Schedule. Articles producing	No. of articles.	Mean annual produce.
I. Less than £10	418	£8,040
II. £10 to £500	137	34,451
III. £500 to £1,000	50	36,258
IV. £1,000 to £10,000	109	317,492
V. £10,000 to £50,000	25	511,570
VI. £50,000 to £100,000	5	395,603
VII. £100,000 & upward	17	21,417,462
	813	£22 720 836

Here it is seen that the great bulk of the duty income is derived from seventeen articles, producing upward of twenty-one millions of pounds. Now the same report shows that these seventeen articles are classed as follows:—Raw materials, producing £1,043,466; partially manufactured, £513,769; articles completely manufactured (silk), £246,111; articles not employed in manufactures, but competing more or less with British products, £19,614,116.

Mark the enormous disproportion; less than two millions of duty on articles made use of in British manufactures, & nearly twenty millions on articles of mere consuption the products of foreign countries.

This is the way in which Britain "protects her manufactures"—levying enormous duties on the articles furnished by foreign countries for ultimate use in England, and duties of trifling amount on articles which her manufacturers are obliged to import for use in their workshops. And now Sir Robert Peel carries the principle still farther—proposing, not to reduce, but to abolish the duties on a number of articles which the British manufacturers must have. But he takes care to say that he will not stir a finger to reduce the duties on articles of mere consuption, which may compete with British products. He will admit cotton duty free, but corn must still lie under the rigors of the sliding scale.

So he protects the manufactures of his country; and the Morning News declares that it will advocate a like system of protection for American manufactures. Be it so—we take the News at its word.—N. Y. Commercial.



EASTON GAZETTE.

EASTON, MD.

Saturday Morning, March 5.

V. B. PALMER,

No. 59 Pine st, Phila., and 160 Nassau st. (Tribune Buildings,) N. Y., and S. E. corner of Balt. and Calvert sts. Baltimore, is our authorized Agent for receiving Advertisements and subscriptions to the "EASTON GAZETTE," and collecting and receipting for the same.

The Wheat crop in Maryland presents a very promising appearance.

REMOVALS AND APPOINTMENTS.—The National Intelligencer of Tuesday says—

The work of proscription is moving on. like the car of Juggernaut, slowly, but cruelly The most important removal we have heard of since our last, in addition to those already mentioned, is that of Thomas L. Smith, Register of the Treasury, who is succeeded by Ransom H Gillet, formerly a Representative in Congress from N. York.

Other removals of Chiefs of Bureaus are rumored, but not sufficiently ascertained to be published. A number of worthy and qualified Clerks have been removed in different Departments; and it is said that the new-comers have condescended so low as even to displace unoffending and faithful messengers and servants in public offices to make room for their needy followers,

Since the above was put in type, the removal of Wm. B. Lewis from the office of second Auditor, to be succeeded by J. M. McCalla, of Kentucky, has come to our certain knowledge.

CUSTOM HOUSE.—We learn that Mr. Thomas Lloyd has been removed from the office of Surveyor of the Port of Baltimore and that Mr. Wm. H. Cole, Jr. has been appointed in his place. The removal of Mr. Lloyd is said to have arisen from the fact that some days since he sent a horse to the President's stable, accompanied with a note announcing the animal to be a present to Mr. Polk. The horse was ordered to be sent back forthwith, and Mr. Lloyd to be dismissed. This is the current story of the day.—Amer.

It is said that arrangements have been made for the immediate extension of the line of Morse's Magnetic Telagraph from Baltimore to New York, by a private company. A Telegraphic line of eight wires, it is said, can be erected between the two cities for $100,000. It is added that Amos Kendall and Francis O. J. Smith are the agents for the completion of the work, Mr. Kendall for three fourths of the right which was patented by Mr. Morse, the inventor, and Mr. Smith for the remaining interest.—*American.*

The Hon J. Q. Adams presented three hundred and four petitions and memorials to the House of Representatives during the last session of congress.

TEXAS DEBT.—Mr. A. J. Donaldson, Charge to Texas, estimates, from data furnished by the Texas Government, that the outstanding debt of that country is between five and six millions.

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