PRINTED AND PUBLISHED EVERY SATURDAY MORNING, BY GRAHAM & JOHNSON. J. A. JOHNSON, EDITOR.

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TWO DOLLARS PER ANNUM IN ADVANCE, or TWO DOLLARS AND FIFTY CENTS if not paid within *one month* of the time of subscribing, or the renewal of subscription. A failure to notify a discontinuance is considered as a new engagement.

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VOL. XXXVI. EASTON, MD., SATURDAY, FEBRUARY 5, 1853. No. 7.

ADVERTISEMENTS.

Not exceeding one square (14 lines) inserted THREE TIMES for ONE DOLLAR, and TWENTY FIVE CENTS for each subsequent insertion. Longer ones in proportion. A liberal deduction to yearly Advertisers. Advertisements not marked the number of insertions will be continued until forbid, and charged accordingly.

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TO MARY.—BY G. D. PRENTICE.

It is my Lyre's last lay!—and soon
Its echoes will have died,
And thou wilt list its low wild tones
No more—pale victim-bride!—
I would not, lovely one, that thou
Should'st wrong the heart that deems thee now
Its glory and its pride!—
I would not thou should'st dim with tears,
The vision of its better years.

And yet I love thee. Memory's voice
Come o'er me, like the tone
Of blossoms, when their dewy leaves
In Autumn's night winds moan;—
I love thee still—that look of thine
Deep in my spirit has its shrine
All beautiful and lone—
And there it glows—that holy form—
The rainbow of life's evening storm.

And, dear one, while I gaze on thee
So pallid, sweet, and frail,
And muse on thy cheek, I well
Can read its mournful tale;—
I know the dews of memory oft
Are falling beautiful and soft
Upon Love's blossoms pale—
I know, that tears thou fain would'st hide
Are on thy lids—sweet victim-bride.

I too have wept. Yon moon's pale light
Has round my pillow strayed
While I was mourning o'er the dreams,
That blossomed but to fade;—
The memory of each holy eve,
To which our burning spirits cleave,
Seems like some star's sweet shade,
That once shone bright and pure on high,
But now has parted from the sky.

Immortal vision of my heart! —
Again, again, farewell!—
I will not listen to the tones,
That in wild music, swell
From the dim past.—Those tones now fade,
And leave me nothing but the shade,
The cypress, and the knell!—
Adieu—adieu—my task is done—
And now—God bless thee, gentle one.

"OLD KENTUCK."

A Kentuckian at the battle of New Orleans, who disdaining the restraint of a soldier's life, when his name is upon the muster roll, preferred 'gom' it alone," fighting upon his own hook. While the battle was raging fiercest, and the shot was flying thick as hail, carrying death wherever it fell, "Kentuck" might have been seen stationed under a tall maple, loading and firing his rifle, as perfectly unconcerned, as though he was "pinking deer." Every time he brought his rifle to his shoulder, a red coat bit the dust. At length he happened to attract the attention of "Old Hickory," who supposed he had become separated from his company, and rode up to him to bring him behind the redoubts, as he was in a position that exposed his person to the fire of the enemy.

"Hallo! my man, what regiment do you belong to?" said the General.

"Regiment h—l!" answered Kentuck, "hold on, yonder's another of 'm!" and bringing his shooting iron to his shoulder, he ran his eye along the barrel—a flash followed; another Englishman came tumbling to the ground.

"Whose company do you belong to?" again enquired the General.

"Company the d—l!" was the reply of Kentuck, and he busied himself reloading, "see that ar' feller with the gold fixens on his coat and hoss? Just watch me perforate him!"

The General gazed in the direction indicated by his rifle, and observing a British Colonel riding up and down the advancing columns of the foe. Kentucky pulled the trigger, and the gallant Briton followed the companions that his Kentucky foe had laid low in death that day.

"Hurrah for old Kentuck!" shouted the free fighter, as his victim came toppling from his horse, then turning to the General, he continued, "I'm fightin' on my own hook, stranger!" and leisurely proceeded to reload.

A DECIDED IMPROVEMENT.—The New York Express speaks of a great revolution which certain bold spirits in the fashionable world are about to attempt (organize, we believe is the term of the French, who certainly ought to know everything that can be learned touching revolutions.) It relates to evening parties, and is best explained by the card of invitation, which we copy from the Express:

"Mr and Mrs. A—— B—— will see their friends on —— evening, between the hours of eight and eleven."

"Mr. and Mrs. C—— D—— request the pleasure of your company from eight to eleven on —— evening,"

MAY A GENTLEMAN WEAR A FROCK COAT AT AN EVENING PARTY?—The N. Y. Home Journal, in a recent article upon changes in fashion, says:

"The disputed question—May a gentleman wear a frock coat at an evening party? seems to have been decided in the affirmative; and, accordingly, young gentlemen take particular pleasure in wearing that long obnoxious garment, with the additional innovation of black neckerchiefs. White waistcoats are generally discarded, and white kids yield precedence to gloves of color."

IMPORTANT RUMOR.—The Brownsville American Flag, of the 12th says: "This morning, just as we are going to press, a rumor is current to the effect that the Mexican war steamer Estado de Mexico had arrived at the mouth of the river with the expected force destined for the attack of Matamoras. We cannot vouch for the authenticity of the rumor, though it seems that Gen. Avolos attaches sufficient importance to it to send out quite a detachment of cavalry to reconnoitre. Some say, also, that the advance guard of Col. Cruz is close at hand."

A VISIT TO MR. GREEN.

The editor of the Baltimore Clipper, speaking of a visit he paid Mr. J. H. Green, the reformed gambler, says:

He at once proceeded to show us a number of the tricks practiced by gamblers to fleece their victims. First, he showed to our satisfaction that all playing cards could be told by their backs by the gambler with the same facility that they could be told by the novice face up. That all card manufacturers are colleagued with the gamblers no one can doubt for a moment.

After this development, Mr. G. next took up the games commonly played at all card parties. First the cards were carefully shuffled and cut by ourselves, and dealt for Whist by Mr G. with such accuracy that he gave himself and partner all the honors and the thirteen tricks. The cards were shuffled the second time as thoroughly as fingers could shuffle them, and cut by the second party, for Seven Up, or High, Low, Jack and the Game, and Mr. G. dealt himself the ace, duce and ten of diamonds, and turned the Jack of diamonds for trump, thus securing for himself "four times"—all the cards can make in one hand Euchre came next in turn. The cards were thoroughly shuffled, and Mr. G. dealt himself the Jack of clubs, ace of clubs, Jack of spades, queen of clubs, ten of spades, and turning the king of clubs for trumps, which, by the privilege of discarding, gave him an invincible or alone hand, assuring him a "mark." The game of Bluff, Bragg, Faro, &c., were all carried out in a similar manner by Mr. G.

Tricks of legerdemain came next in turn, which must be seen to be appreciated.—The one which was more curious than all others was his trick of memory. He shuffled his cards as thoroughly as possible, then passed them to others present to do the same, and they were then placed by another in our hands, when we shuffled and cut them more than one dozen times, and then took them to the corner of the room, as far as we could get from Mr. G He then told us every card we looked at as correctly as though he had them face upwards before him. He carried this still further—we shuffled and cut them again, and then dealt several hands, when he told what each hand contained, without having them turned over. This most wonderful feat closed the truly astonishing exhibition

There is a deep moral lesson in Mr. G.'s private and public lectures, and we hope he may not leave our city until all have witnessed his expositions of gamblers and card manufacturers. Our Legislature should take this opportunity to avail themselves of his knowledge, and pass such a law as will reach this class of evil doers. We think Mr. G. is doing good, and deserves the countenance of all good men.

EXECUTION.—Wm. Saul and Nic. Howlett, convicted of the murder of Chas. Baxter, on board the ship Watons in August last, yesterday underwent the ex reme penalty of the law in the yard of the City Prison.

The wretched men rose at 7 o'clock, after a good night's rest, when Howlett inquired of Saul, "will you take breakfast?" He replied "what the h—ll's the reason I should not?" After partaking of a hearty breakfast the ministers of their respective faiths were admitted into their cells, and they immediately joined them in fervent prayer, when Mr. James Johnson exhorted Saul to make a full confession. Saul replied—"If any body wants to say anything to me about the crime of murder, let them ask me any question at the scaffold and I will answer them"

Shortly after, a short solemn procession formed to conduct them to the fatal spot. Immediately upon their arrival at the scaffold, a short rope around their necks was fastened to those hanging from the fatal beam. The ministers then commenced their last sad prayer. After which they were given some water, when Howlett asked for a chew of tobacco. Saul then commenced praying in a loud and earnest voice, and continued until he was interrupted by the Deputy Sheriff, who advanced and tightened the cord around their necks, when Saul complained of its being too tight. The black caps were then drawn over their faces, when the Deputy retired. Saul then continued "Oh, Jesus, receive me—," when at this moment—precisely at fifteen minutes past twelve o'clock—the Sheriff gave the sign, the fatal cord was cut, and the wretched beings were launched into eternity.—*N. Y. Tribune, Saturday.*

A MYSTERY.—A few evenings since at about half past 11 o'clock, a hack stopped in front of the Middle District watch house and the driver of it informed Capt. Owens that he had a female in his vehicle whom he wished him to take charge of. He stated that she had engaged his hack at the stand, and requested him to drive her to the western section of the city. He noticed at the time that she was somewhat intoxicated. When they arrived at the destined locality, she refused to tell him her residence, and the only course then left him was to take her to the watch house, she refusing to get out. The captain assisted the female out, and conveyed her into the station, when he discovered that she was young, beautiful, splendidly dressed, with a magnificent gold watch and chain upon her person. She was provided with comfortable quarters until morning, when she departed. In reply to a question as to her name, she begged the officer with the deepest apparent distress, for God's sake not to ask her. Who was she?—*Baltimore Clipper.*

REPORT OF THE SECRETARY OF THE TREASURY.

This document is entirely too long for our paper; and we must, therefore, be satisfied with a condensed view of its contents. From the figures in this report, we see no necessity to be alarmed at the surplus which has accumulated in the treasury. There is one thing, however, which, we think, should excite particular attention—and that is, the great difference between the amounts of imports and exports, the latter being nearly fifty millions per annum less than the former. If this rate be continued, we shall have to rely upon the gold diggers of California entirely to pay our indebtedness to Europe. Does not such a condition of things afford a strong argument in favor of an increased tariff? We think so; but the present policy appears to be, to encourage European operatives at the expense of those of our country—to send the specie out of the country to pay for goods which could be procured at home. The following is an abstract of the Secretary's report:

RECEIPTS.

Receipts from Customs, &c., for the fiscal year ending June 30, 1852,	$49,728,386
Balance in Treasury, July 1, 1851,	10,911,645
Total,	$60,640,031

EXPENDITURES.

For fiscal year ending June 30, 1852,	$46,007,896
Leaving a balance in the Treasury July 1, 1852, of	$14,632,163

Of the foreign Receipts, there were received from Customs, $47,339,326, and from Lands and Miscellaneous, $2,389,060.

Among the expenditures are the following payments on account of the Public debt:

Interest, including that on the $5,000,000 of Five per Cent. Stock, issued in Texas,	$4,000,297
Redemption of the principal Loans,	1,981,469
Redemption of outstanding Treasury Notes,	300
Stock for fourth and fifth instalments of the Mexican Indemnity	287,596
Debt of cities in District of Columbia,	60,000
Last instalment to Mexico, under Treaty of Guadalupe Hidalgo,	3,180,000
Awarded to American citizens under same Treaty,	529,080

Deducting the above payments on debt, the expenditures are thirty five millions, nine hundred and sixty-two thousand and ninety-nine dollars (35,962,099.) There are other reductions which are not properly estimated as the regular expenditures, which amount to three millions, two hundred and seventy-seven thousand, six hundred and ninety one dollars (3,277,691.)

The actual balance undrawn on the 1st of July next may be estimated at about ten millions of dollars, ($10,000,000) after the redemption, during the year, of more than seven millions of the public debt.

For the fiscal year ending on the 30th June, 1854, the total receipts are estimated at $51,200,000. Add estimated balance in the Treasury on the 1st of July next, and the total means for the year are $56,203,753. This leaves an estimated unappropriated balance in the Treasury on the 1st of July, 1854, of $10,388,325.

The public debt has been enlarged by the payment of $6,000,000 of stock certificates, delivered to Texas under the act of Congress of September, 1850; and the aggregate registered debt now is $67,660,395.

This has been reduced up to the 1st of January, instant:

On account of Loan of 1843,	$1,711,400
On account of Loan of 1846,	9
On account of Loan of 1847,	650,100
On account of Loan of 1848,	5,000
Other items,	62,193
Total,	$2,428,702

The actual debt is therefore 65,131,692. exclusive of the remaining $5,000,000 of stock deliverable to Texas.

The Secretary recommends that the next Congress shall authorise the purchase of six per cent. loan of 1847, at the current price; also, that authority be given the department to purchase at its discretion at the market price, any portion of the existing public debt, to the extent of the surplus in the Treasury over and above five millions of dollars.

The decrease during the last year, in the receipts from duties on foreign merchandise, as compared with the preceding year, is $1,678,241. The decline is deemed temporary. The Secretary refers to the sudden demand created for foreign goods by the settlement of California; and remarks upon the subsequent great conflagration as having caused a temporary scarcity and largely increased the importations so as to occasion the large receipts from customs during the last pending year.

After some remarks upon the pernicious effects of our present revenue system, Mr. Corwin renews his recommendation of a Tariff with fixed and reliable—rather than sliding and consequently uncertain, rates of duties.

The importations of Foreign Merchandise during the last fiscal year, amounted to $207,110,000. The Exports of Domestic Merchandise for the same period were $154,930,000. The Imports of Specie were $5,503,544; and the Exports, $42,674 135. The Secretary recommends that the inconvenience arising from the scarcity of silver, be remedied by enacting the provisions of the Senate bill now pending, making a new issue of silver coins of reduced weight. He also recommends that Mint certificates be made receivable for all duties to the Government, and that the present Bullion Fund be dispensed with.

Some interesting facts relative to the Coast Survey are given, and a general statement made of various affairs connected with the operations of the Department is presented.

This subject of the fisheries being one of great importance, and at present a prominent feature in public discussion, the Secretary transmits with the report an interesting paper prepared by Lorenzo Sabine, embracing reports on the principal Fisheris of the world.

"AIR LINE" RAILROAD FROM NORFOLK TO NEW YORK.

A bill was introduced some days ago into our Legislature, for the incorporation of a company to carry the Southern trade and travel direct to New York from Norfolk, by what is called an "air line railway." The track of the contemplated improvement is thus described in a Norfolk paper:

"Tracing the line as it is struck on the plat, it cuts off the curve formed by the confluence of Elizabeth river, Hampton roads, &c., and strikes across the peninsula to the Bay-side, about the site of the old Pleasure-house; thence across the bay to Cape Charles; thence along the Eastern shores of Virginia, Maryland and Delaware; crosses Delaware bay from Cape to Cape, and proceeds through the Eastern part of New Jersey to a point on Raritan bay, called Keyport, whence it strikes the "Battery" at New York. The distance is less than 300 miles, and is expected to be attainable in ten hours."

"Arrangements are already making," says the Snow-hill (Md.) Shield, "for the purchase of the stock of the Delaware Railroad Company for a company of enterprising New Yorkers, among whom is E. K. Collins, one of the proprietors of the Liverpool mail line of Steamers. This company has a capital of four millions of dollars to invest in the establishment of the railroad line from New York to Norfolk, *which will avoid Philadelphia and Baltimore.*"

Thus the whole scheme is set before the people of Maryland by one of our own Eastern Shore papers; and, while the editor with exemplary frankness, hopes that no "dog-in-the-manger policy on the part of *Dorchester* and *Somerset* will retard the enterprise," he confesses that *our* poor city is to be cut off without mercy. He does not even condescend to appeal to us about the "policy" of Baltimore as he does to those whom he is elsewhere pleased to call "dogs." Dorchester and Somerset are epithetically favored.

Now, it is a fortunate thing that this subject is within the control of the Legislature of Maryland, and does not depend on the counties of Dorchester, Somerset and Worcester. If our readers will look at the map of our State, they will find in fact, that *Worcester* is the only county having any positive interest in the construction of such a road; and this, we imagine, is the source of the solitary sea-side appeal in behalf of the enterprise, that we now listen to from any one in Maryland Nor can we see that even Worcester will derive extraordinary benefits from such a road. The transit through her territory, must be necessarily *very* short, while a railway, for the *profit* of New York, is not likely to be a peddling omnibus, stopping at the stump of every old-fielder, to carry him or his merchandise to the next meeting house or country store. Indeed, even supposing that venerable Worcester were one of those teeming counties that provoke the cupidity of such a gourmand as New York, we do not see what peculiar advantage it would be to send her ducks and oysters three hundred miles for sale when they can be parted with in quite as good a market, without transhipment in Baltimore, and without danger of spoiling. But, perhaps, we have never done justice to that ancient stronghold, and it may require a great capital, like New York, to perceive its worth and to lavish four millions for its special development. "E. K. Collins," the enterprising merchant who established the steam prosperity of the Empire city, has taken hold of Worcester, and who can tell what Worcester will be before Collins has done with her?

Still, this matter is not to be settled by good humored jesting. Worcester is in the field, backed by New York and a promise of four millions, so that Philadelphia, Baltimore and the "rest of makind" must prepare for a conflict. No one can deny that the Southern trade and travel are of immense importance to our cities; nor can it be concealed that, although the proposed line of railway and steamboats will require *six different loadings and unloadings* before reaching New York from Norfolk, it must eventually damage the commercial interests of our whole western shore, northern counties, upper Eastern shore counties, city of Baltimore, and of our own splendid line of bay steamers. Philadelphia is able to take care of herself; but in this affair her consent is not asked, inasmuch as the route avoids Pennsylvania—The interests of the railway, however, from this city to Philadelphia through many important counties, as well as the prosperity of the Susquehanna road, cannot fail to awaken the attention of all who are concerned either in those enterprises or those portions of our two States. The lower counties of Maryland are not only accustomed but directly interested in maintaining their own Bay as the great highway of Southern commerce. Whatever detracts from the property of the 200,000 inhabitants in Baltimore, and the 205,542 in the whole Western and Eastern Shores of Maryland, with the exception of Worcester,—must, in the end, materially burden our *entire* State in paying the interest and debt it has already contracted in order to concentrate Southern, Western and Southwestern trade in Baltimore This is not a question of forcing trade by unnatural means or uncommercial laws, into our own natural channel, but is one of consistent, business-like and sensible adherence to a long established policy, based upon the spirit of trade, competition and previous legislation.

The true politico-economical views of every State's prosperity teaches it to augment and not diminish the sources of enterprise and concentrated profit within its own boundaries. No State has greater reason to cherish its capital, to promote its industry, to multiply its resources, than Maryland. We cannot believe that a committee, even, will consent to consider a bill which is so eminently calculated to strike a vital blow at our city. It is boldly confessed that its object is to "*avoid* Baltimore and Philadelphia." Indeed, the impudence of this New York scheme is only equalled by the contempt it implies for the sense of our Legislature.—*Balt. American.*

THE SKELETON OF THE WRECK

Those who follow the occupation of a mariner are exposed to many perils, among which are shipwreck and starvation It is a terrible thing to be destitute of food and drink, and to pass day after day in an open boat, or on a shattered wreck, or a raft, far from human assistance, gradually loosing strength, and suffering all the cravings of hunger and thirst, until death comes at last and puts and end to agonies which cannot even be conceived. It is said that a man possessed of a good constitution may live for seven days without any sustenance whatever; his frame will gradually waste and wither as the gnawings of hunger increase; and a morsel of bread or a drop of water will then be more valuable to him than all the precious mines or diamond gems in the world. If he falls asleep, he forthwith dreams of rills of clear sparkling water, of gushing springs, of delicious fruits and tempting viands, and suddenly awakens in a few moments to a full sense of the horrors and helplessness of his condition.

One of the most touching descriptions of shipwreck, connected with starvation, was published a number of years ago in an American periodical, and gives a vivid picture of the horrors which surround a poor wretch in that sad condition.

Many years ago, when the brave Commodore Truxton, in the United States frigate Constellation, was returning from his famous cruise in the West Indies, the look-out at the mast-head one morning, ere the sun had risen above the horizon, descried at the distance of three or four miles an object which looked like the wreck of a vessel. The course of the frigate was altered, and in half an hour the Commodore had ascertained that the object was indeed the wreck of a merchant vessel. Her masts were broken off about fifteen feet from the deck, and the hull was full of water—They saw no living thing on board, but there was a camboose-house on deck, which had apparently been recently patched with old canvass, or tarpaulin, as if to afford shelter to some remant of her crew. And, although it blew a strong gale at the time, the humane Commodore determined to send off a boat, with instructions to board the wreck and ascertain whether there were indeed any human being still surviving, whom the help of his fellowmen might save from the grasp of death.

The boat proceeded towards the drifting wreck, and while the men were rowing and struggling with the difficulty of getting alongside, while a heavy sea was running, and shouting all the time as loud as they could, an object which resembled in appearance a bundle of old clothes was seen to roll out of the camboose-house, apparently against the lee-side of the vessel. With a boat hook they contrived to seize it and haul it into the boat, when it proved to be the body of a human being, bent head and knees together, and so wasted as scarcely to be seen in the ample garments, which fitted him when he enjoyed health and strength. He seemed a pigmy in the clothes of a giant. He looked pale and ghostly indeed; but, although he was unable to speak, he still breathed.

The boat's crew hastened back to the Constellation with this miserable remnant of humanity. This poor starving wretch was reduced to such a diminutive size that a lad fifteen years old was able to lift him from the boat. When placed on deck he showed, to the astonishment of all, signs of returning life and consciousness. He tried to move; then opened his parched and blackened lips, and strove to speak.—After two or three attempts, he succeeded in uttering, in a faint, hollow, and sepulchral tone, "*There is another man!*"

Commodore Truxton immediately ordered the boat to shove off again for the wreck, and, after several abortive attempts, the crew succeeded in boarding the wreck. In the camboose-house they found two other human bodies, wasted like the one they had taken on board the frigate, to the very bones, but without a spark of life remaining. Unfortunate men, they had suffered everything which it is possible for men to suffer, and had died the dreadful death of starvation.

The boat's crew, after completing their melancholy survey, returned on board, where they found the attention of the ship's company engrossed by efforts to preserve the life of the poor fellow, who, on being brought on board, seemed to have just life enough remaining to remind his preservers that there was still "another man," a companion to be saved.

It is needless to say that no possible efforts were spared to restore to health this generous sufferer, who seemed a living skeleton. Food was administered to him with caution, and under the direction of the surgeon, who exerted all his skill to save his life. The undertaking seemed a hopeless one; but, strange as it may seem, was finally crowned with success. In a few days the skeleton began to resemble a living human being. The poor fellow was able to stand, and even to walk, and afterwards rapidly gained strength, and his bones soon became covered with flesh.—Before the frigate arrived in port the crew were astonished to find in the feeble, wasted, corpse-like being whom they had rescued from a dreadful situation, a stout man nearly six feet in height. He was no longer "the skeleton of the wreck."

It appeared that the vessel from which this man was thus providentially saved, was a Dutch brig, bound from Curacoa for Amsterdam. It had been capsized in a furious hurricane; the masts broke off, and it righted full of water. The officers and crew, with the exception of three seamen, were drowned. The survivors, for the first few days, managed to obtain a little provision as it floated out of the hatchways. But these resources soon failed them, and the only water they could get to quench their feverish thirst was the rain as it descended in slight showers from the clouds. Thirty-two days had these poor wretches dragged out a miserable existence on the wreck, growing weaker every day; and it was only a day or two before the Constellation fell in with the wreck that two of these miserable men, overcome by their sufferings, died a dreadful death.

THE CASE OF NEAL.

We take the following history of the case of the colored man Neal, recently arrested in Philadelphia, on a charge of inciting slaves to escape from this State, from the Pennsylvania Inquirer:

During the past two days no little excitement has been created by the arrest of a colored man named Richard Neal, who was taken on a charge of inciting slaves to escape from their owners in Maryland.—Neal was formerly a slave in the family of Chestons, in Anne Arundel county, Md. He was manumitted by the family to whom he belonged, and subsequently married a female slave owned by Commodore Isaac Mayo, of the United States Navy. The estate of the Commodore lies adjacent to that of the Chestons. After sometime Neal removed to Philadelphia, and made an exertion to purchase his wife and children. We learn that before he succeeded in his effort, the wife ran away with her children and reached Baltimore, where the fugitives were recaptured, and there sold to different persons, who carried them off to various places in the south.

Several persons here took an interest in Neal's case, at that time, and the sum of $3,600 was raised by them, the wife and children were purchased with the funds, and the family were re-united, and have been living in this city ever since. For the past three years, Neal has been employed as coachman by Townsend Sharpless. On Tuesday morning, Neal was arrested by officer John Lamb, of Maryland, assisted by two police officers of this city. The authority upon which the arrest was made, was a requisition from Gov. Lowe, which had been complied with by Gov. Bigler, and the officer was authorized to arrest Neal, and remove him to Maryland, after a hearing before a proper Judge or Alderman. The prisoner was taken before Alderman Kenney, who heard the evidence as to the identity of the man, and gave him into the custody of officer Lamb. The charge preferred against Neal by Commodore Mayo, is having visited Maryland and incited quite a number of slaves to escape from their owners.

LATER.—The case of Richard Neal, charged with enticing his wife and children from the service of their master, Captain Mayo, came up before the Supreme Court at Philadelphia on Thursday. The Bulletin says:

He was arrested, primarily, upon a warrant directed to be issued by Gov. Bigler, upon a requisition from Gov. Lowe, and was on his way to that State when he was brought back on a writ of habeas corpus. The wife and children of Neal were manumitted several years ago, by Capt. Mayo, for a consideration, and the alleged "enticing away" antedates the manumission.

After some discussion between the counsel, the case was postponed. The court room was crowded to suffocation, and the air soon became so impure within, that, cold as the weather is, the windows had to be thrown as widely open as possible.

A telegraphic despatch from Harrisburg states that Gov. Bigler had recalled the requisition under which Neal was arrested.

ROBT. J. BRENT, ESQ., who was appointed by the Governor to try the case of the State vs. Robt. Swan, indicted for the murder of W. O. Sprigg, has reported the legal objections which prevented the trial of that case before Washington county court, and recommends the Legislature at once to pass a declaratory act, applying the second section of the act of 1825, ch. 68, to cases which may be removed into another court as well as to cases pending in the court where they originated.

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