From the Wilmington Advertiser

HEART-RENDING CATASTROPHE.

Loss of the Steam Packet Pulaski, with a Crew of 37, and 150 or 160 Passengers.

On Thursday the 14th inst. the Steamer *Pulaski*, Capt. Dubois, left Charleston for Baltimore, with about 150 passengers, of whom about 50 were ladies.

At about 11 o'clock on the same night, while off the North Carolina coast, say 30 miles from land, weather moderate and night dark—the starboard boiler exploded and the vessel was lost, with all the passengers and crew except those whose names are enumerated among the saved in the list to be found below.

We have gathered the following facts from the 1st mate, Mr. Hibberd, who had charge of the boat at the time. Mr. Hibberd states that at 10 o'clock at night he was called to the command of the boat, and that he was pacing the promenade deck in front of the steerage-house. That he found himself shortly after upon the main deck, lying between the mast and side of the boat—that upon the return of consciousness, he had a confused idea of having heard an explosion, something like that of gunpowder, immediately before he discovered himself in his then situation. He was induced, therefore, to rise and walk aft, where he discovered that the boat mid ships was blown entirely to pieces; that the head of the starboard boiler was blown out, and the top torn open—that the timbers and plank on the starboard side were forced asunder, and that the boat took in water whenever the boat rolled in that direction.—He became immediately aware of the horrors of their situation, and the danger of letting the passengers know that the boat was sinking, before lowering the small boats. He proceeded therefore to do this —Upon dropping the boat he was asked his object, and he replied that it was to pass around the steamer to ascertain her condition. Before doing this, however, he took in a couple of men. He ordered the other boats to be lowered, and two were shortly put into the water, but they leaked so much in consequence of their long exposure to the sun, that one of them sunk after a fruitless attempt to bail her.

He had in the interim taken several from the water, until the number made ten. In the other boat afloat, there were eleven. While they were making a fruitless attempt to bail the small boat, *the Pulaski went down, with a dreadful crash—in about 45 minutes after the explosion.* Both boats now insisted upon Mr. Hibberd's directing their course to the shore; but he resisted their remonstrances, replying that he would not abandon the spot until daylight.—At about 3 o'clock in the morning, they started, in the midst of the wailing of the hopeless beings who were floating around in every direction, upon pieces of the wreck, to seek land, which was about thirty miles distant. After pulling about 12 hours, the persons in both boats became tired, and insisted that Mr. Hibberd should land; this he opposed, thinking it safest to proceed along the coast, and to enter some one of its numerous inlets; but he was at length forced to yield to the general desire, and to attempt a landing upon the beach, a little east of Stump Inlet. He advised Mr. Cooper, of Ga., who had command of the other boat, and a couple of ladies, with two children, under his charge to wait until his boat had first landed, as he apprehended much danger in the attempt, and should they succeed, they might assist him and the ladies and children. There were eleven persons in the mate's boat, (having taken two black women from Mr. Cooper's.) Of these, two passengers, one of the crew, and the two negro women, were drowned, and six gained the shore.

After waiting for a signal which he received from the mate, Mr. Cooper and his companions landed in about three hours after the first boat, in safety. They then proceeded a short distance across Stump Sound, to Mr. Redd's, of Onslow county, were they remained from Friday evening until Sunday morning, and then started for Wilmington. The mate and two passengers reached here this morning, (18th June,) about 9 o'clock.

Thus have we hurredly sketched the most painful catastrophe that has ever occurred upon the American coast. Youth, age, and infancy have been cut off in a single night, and found a common death under the same billow.

"Days, months, years and ages will circle away,
And still the vast waters will over them roll."

We have never seen a deeper sensation pervade our community than the reception of this intelligence has produced. The profoundest sympathy is engraved on every countenance, and all wear the aspect of those sorrowing for their own dead. We feel assured that all feel an anxious solicitude to alleviate the distress of those unfortunate survivors who may come among us, and vehicles have already been sent out to bring them into our town, and provisions made for their reception.

Passengers saved in the two Yawls.—Mrs. P. M. Nightingale, servant and child; Mrs. W. Fraser and child; J. H. Coopor; P. W. Pooler, Capt. Pooler, Wm. Robertson, Elias L. Barney, Solomon S. Hibberd, 1st mate Pulaski, W. C. N. Swift, Z. A. Zeuchtanberg, Charles B. Tappan, Gideon West, Boatswain, B. Brown, of Norfolk, Steward.

Persons drowned in Landing.—Mr. Bird, of Bryan Co., Georgia; an old gentleman from Buffalo, N. Y. and recently from Pensacola; a young man, name unknown; Jenny, a colored woman; Priscilla, a col'd woman, stewardess.

There seems to be a hope entertained by some that the loss has not been so great as represented above, but we can see but little grounds to entertain such a hope. A gentleman who came on by the North Carolina rail road states that Gen. Hamilton, of S. Carolina, was not on board the Pulaski, as he saw him in Charleston on Saturday last.

From the N. Y. Commercial of Tuesday eve.

The arrival at this port this morning of the steam packet New York, confirms our fears—the Pulaski has been lost, and Captain Allen, of the New York, thinks that all who were on board have perished.

From Captain Allen we have the following statement.

On Monday last he fell in with numerous pieces of boards and plank, which he was satisfied were part of some vessel. At 2 o'clock on the same afternoon, when about six miles from Cape Look Out Shoals, he saw the wreck of the steam packet Pulaski on the beach—split in two, from the keel, and broken into four pieces. The forward part of the boat lay about a mile from the stern part.

Captain Allen remained near the wreck for two hours, and made a critical examination in every spot where he thought it probable a human being could be found, but without success.

The fragments of the boat were strewed along the beach for ten miles.

FURTHER PARTICULARS.

The Pulaski.—By the steamboat from Norfolk, which arrived here on Saturday morning, several passengers, survivors from the wreck, have reached our city, and among them, to the great joy of his numerous friends and the citizens generally, Major James P. Heath. From him and Mr. Couper, we gather the following particulars;—[Sun.

The steamer Pulaski left Charleston at 6 o'clock in the morning, and at 11 at night, the starboard boiler exploded, blowing off the wheel house and all the portion of the deck above the boiler, shattering the starboard side amid ship—the head of the boiler was forced out and rent on the top. From the larboard boiler having been uninjured, the starboard side was kept partially out of water—on rolling in a heavy sea she took in large quantities of water from the shattered side, and settled rapidily in the water. The settling continuting, the ladies were transferred to the promenade deck, above their cabin. The water soon reached the promenade deck, and the boat broke in two parts with a tremendous crash—upon this separation happening, the two parts arose and floated for a few moments but the stern part soon settled again, and a second separation took place, the promenade deck parting from the hull. The deck part canting over, precipitated the ladies and children, who had refuge upon it, into the ocean. This part of the boat then parted into several pieces, and many persons regained a position upon the floating fragments The bow portion of the boat, together with the mast, which continued standing, floated, apparently 10 to 15 feet out of water. The engine, boilers, and probably a portion of the centre of the boat sunk, when the boat first parted. All this occurred within 45 minutes after the explosion of the boiler.

The two small boats left the steamer within ten minutes after the explosion, and before the passengers had any determined idea of effecting their escape, otherwise both would have been sunk by the number that would have crowded into them. The boats remained about the wreck nearly 4 hours, and during that time picked up as many as could safely be carried. The sea was running very high at the time, with a fresh eight knot breeze from S. E.

When the boats left the wreck, the ocean was strewed with fragments of the wreck, & the excrutiating wailings of the dying and those calling for aid, was heard from every direction; at this time a very large proportion of the passengers must have been living—for, as they had very generally retired to rest, it was not probable that many were killed by the explosion.

The two boats left the wreck about 3 o'clock, A. M.—made land at 12, and reached the beach at 3 P. M. Mr. Hibbert then stopped, until the boat with Mr. Couper came up, when he stated that his crew being exhausted, were resolved to land, Mr. C. protested against this step as being fraught with imminent danger, and urged the propriety of keeping down the coast in the hope of finding some inlet, or meeting with relief. Mr. C. being over-ruled, the attempt was made to land through the breakers, which were setting with great violence as far as the eye could reach. Mr. Hibbert proposed to lead the way, that they might aid in saving the ladies and children, should they reach the shore in safety. In making the attempt to land he lost *five* of his number—the other boat then continued to lay off until near sun-set; the persons in her refusing to row any further, and insisting on landing, the attempt was made about sun-set—the *third* breaker or billow turned the boat completely bottom upwards; notwithstanding this disaster, the whole party reached the shore in safety.

Among the number saved in the small boats are two of the crew, who state themselves to have been near the boiler about the time of the explosion, and observed that the steam guage varied between 26 and 29. One of these men noticed the engineer touching the water gauge cock, and instead of the usual sound attending the escape of water, that shrill whistling was heard, which is produced by a high pressure of steam, and indicating the want of an adequate supply of water in the boiler. The explosion is represented to have followed this discovery in a few seconds.

The presumption from these circumstances is, that the second engineer, who was on duty at the time, in blowing off water, had neglected to close the escape pipe—and perceiving the state of the boiler, had turned on a full supply of water from the feed pipe.

Major Heath and twenty-one others were rescued from a portion of the wreck of the Pulaski, after having been upon it for four days and four nights, without food or water. The suffering became so intense as to produce a proposition to sacrifice one of the party by lot, for the sustenance and support of the rest—but was abandoned at Major H's. firm and determined opposition.

Major H. thinks the ladies' cabin went down in a mass, carrying down about fifty ladies, most of whom he supposed had not risen from their berth.

The surviving passengers, Major H. represents, are unanimous in charging the Chief Engineer with having caused the dreadful calamity. He is reported to have declared, previous to leaving Savannah, that it should be the shortest trip ever made between that port and Norfolk. There were four parts of the wreck to which passengers clung—two of them, it is supposed, went down; from the other two, twenty-two were thrown overboard, having died with fatigue and excitement.—*Patriot.*

Wilmington Adv't. June 20, 8 o'clock, A .M.

Joyful Intelligence from those wrecked in the Pulaski.—We are truly gratified to state that thirty of the Pulaski's passengers were picked up yesterday morning, about 9 o'clock, 15 or 20 miles north of the New Inlet, by the schooner Henry Camerdon, on her passage from Philadelphia to Wilmington, and were landed at our wharf about 7 o'clock same day.—Their sufferings are more readily imagined than described. We have not time for further particulars now, but hope to despatch a second edition of this Extra by to day's one o'clock mail. These unfortunate sufferers were immediately invited to the private residences of our gentlemen, where we feel assured every effort will be made to sooth their cares and to alleviate their sufferings. Vessels are now cruising along the coast, with the hope of rescuing others of these unfortunate beings from a watery grave.

We here annex the names of thirty, except one, whose name is now unknown: A. Lovejoy, Camden Co., Geo., Maj. Heath, Baltimore; Maj. Twiggs and son, Richmond Co. Geo.; Mr. Greenwood, Augusta, Geo.; Mr. O'Gregory, do.; Mrs. Noah Smith, do.; Miss Rebecca Lamar, do.; Charles Lamar, Savannah; Robert Seabrook, Edisto Island, S. C.; Masters T. and W. Whaley, (2) do do., Mr. R. Hutchinson, Savannah; Mr. A. Hamilton, Ga.; Capt. Pierson, Baltimore; Mr. Edings, Edisto Island, S. C.; Mr. C. Ward, Savannah; Chicken, 1st Engineer; E. Joseph, New York; C. W. Clifton, Canton, Mississippi; D. Walker, and nephew Th. Downing, Charleston; Warren Freeman, Macon Geo.;——unknown; John Cape, fireman, Baltimore, —— fireman; Patrick and Bill, deck hands; Rhynah, a negro woman; a negro woman belonging to Dr. Stewart,

Further Particulars.—The news of the terrible disaster of the steam packet Pulaski reached Charleston, from Wilmington, North Carolina, through some of the survivors, on Tuesday morning last, and covered the whole city with mourning, the vessels in port displaying the engins of grief, &c.—No further particulars are given in the accounts there published than those which we have already copied from the Wilmington extra.

Our neighbors of Edisto Island have been severely bereaved; and our sister city, Savannah, has suffered dreadfully; losing at one fell swoop no less than four in the Parkman, and ten in the Lamar families, besides numerous others. We deeply sympathize with the bereaved families of the lost, and invoke for them those consolations, which can only come from above.

"We regret to learn that the lost person from Buffalo, N N., whose name was not mentioned, is believed to be Judge Rochester, well known as having served in Congress and other public stations.

Postscript—More Persons Saved.—A slip from the Wilmington Advertiser, of the 20th inst., after giving some general account of the wreck, its cause and consequences, says:—"We can only add that 59 souls in all have escaped a watery grave, of whom 48 have already arrived in this community, all of whom, it is hoped and believed, will be again restored to their anxious friends."

It adds in a Postscript that 13 persons reached the shore near New River Inlet, part in a boat and part on fragments of the wreck. Among them were Mr. Lamar, Mr. Owen Gallagher, and Samuel Rayley, from Talbot Co., Md. These are the only names given in addition to those already published.

Why are ladies' gowns about the waist, like a Camp Meeting? Because there is a *great gathering* there.—*Alb. Advertisor.*

AWFUL CATASTROPHE.

A Steam Boat Destroyed and Fifty Lives Lost.

We are again called upon to record a steamboat disaster of a most appalling character; and in which FIFTY human beings were hurried into eternity. The boat alluded to is the WASHINGTON. She was destroyed by fire about 3 o'clock, on Saturday morning, while off Silver Creek. We derive the melancholy particulars from the Buffalo papers of Saturday evening.

The Washington, says the Buffalo Commercial of that date, passed the North America while the latter lay at Erie, in the early part of the night, and was not again seen by those on board the North America until when within about three miles of this city, a bright glare of light was discovered by the helmsman, in the direction of Silver Creek, and the North America was instantly put about for the scene of apprehended disaster.

On nearing the spot, about 7 o'clock, the burning hull of the large and noble boat was found drifting over the waters, three or four miles from shore, with not a living human being on board. The lake was literally covered with hats, bonnets, trunks, baggage, and blackened fragments of the wreck.

The intense anxiety of the witnesses of this fearful scene, for the fate of the passengers on the unfortunate Washington, was partially relieved by the discovery of several small boats near the shore, in which the survivors of the disaster had been rescued from destruction.

The alarm had been given at Silver Creek, as soon as the flames were perceived from the shore, and all the boats that could be found were sent to the rescue of the sufferers. There were only three skiffs, beside the yawl of the Washington, which could be thus used.

The North America took on board about 40 of those saved, many of whom, including all the ladies, remained on shore. There were six dead bodies picked up on the spot—those of four children and two women. One man died of injuries soon after reaching the shore, and one child was dead in its mother's arms when she was taken out of the water.

After picking up all the floating baggage which could be seen, the hull, which was still able to float the engine, was towed into Silver Creek, where it sank in 6 or 8 feet water. The North America remained at Silver Creek, employed in this melancholy business, six or seven hours, and every thing was done by Captain Edmonds and his crew for the relief of the sufferers. Their prompt and efficient services are entitled to all praise.

The ill-fated Washington was built at Ashtabula last winter, and had made but one trip previous to her destruction. The fire caught near the boilers, and had made such rapid progress when discovered as to defy all attempts to extinguish it. The helm was instantly put about, and the boat headed for shore, but in a few moments the wheel ropes were burnt off, and she was rendered an unmanageable wreck. Had iron rods been substituted, as melancholy experience has taught on the Mississippi, this appaling loss of life might have been saved!

We hear that the surviving passengers of the Washington unite in stating that no blame was attributed to Capt. Brown, the commander.

We hope and expect that the reported loss of life, as stated above, may prove exaggerated. We have heard, since commencing this article, the loss variously estimated from twenty to sixty. Many of the survivors were badly burned before they left the boat.

We have no statement as to the probable amount of pecuniary damage sustained by this distressing event. The passengers must have suffered heavily. One merchant from Illinois lost $6,000 in money.

From the Baltimore American.

SHOCKING MURDRR.

A most inhuman murder was committed on Thursday night last, near Fairmount, on the body of a man about forty-five years of age. It appears that some persons living in the neighborhood heard the report of a pistol about ten oclock, and immediately afterwards the cry of murder, but made no inquiry until the next morning when they discovered a man lying in a field. shot in the abdomen and covered with deep gashes inflicted by a large hatchet, which was found lying at a short distance from the body. Several deep cuts with this instrument were made on his face, one of which appeared to have penetrated to the brain, and two or three upon his arms and other parts of his body. The hatchet is a new one, and we learn that it has been identified as having been purchased recently at a hard ware store in this city. The name of the individual murdered is not known. We annex the following additional particulars from the Transcript of yesterday;

The murdered man was seen in the neighborhood during the afternoon in company with two others, whose names were also unknown. The three called at the house of Mr Hughges, where they remained seme time; and inquired for a widow Adquith, or Atkinson. About nine o'clock the victim called alone at the house of Mr. Davis and inquired for the same name. Shortly after he left the house a pistol shot was heard, followed by the cry of murder. The people who heard the cry were afraid to venture to the spot, and made no inquiry into the cause of the disturbance until this morning, when the body was found.

The murdered man was decently attired, he had on a black cloth coat, plaid summer pantaloons, satin vest, a clean white cotton shirt, under shirt, and new shoes. His hat was not found.

ADDITIONAL PARTICULARS.

Since the above was in type, some further particulars have been obtained. The name of the murdered man is Benjamin Stewart and his place of residence is Cambridge, Dorchester county, Md. From a note found in his pocket it would appear he had business in the section of the city near which he was subsequently murdered.

Early yesterday morning, Police officer *Hachison* of the First Ward, arrested two men and a woman on suspicion of being concerned in the murder, and yesterday evening it was reported that one of them had been identified as the purchaser of the hatchet found near the body. It would seem that Mr. Stewart had first been shot, then stabbed; and after he was stretched lifeless on the ground, that the blows had been inflicted with the hatchet.—The deceased was recognised yesterday after noon by his brother, who is said to be one of the City Constables. It is supposed that the murder was committed for the sake of the money which the deceased may have had about him.

The Murder.—The Grand Jury for the body of the city of Baltimore, yesterday found a true bill against William Stewart, who stands committed upon a charge of having murdered his father, Benjamin Stewart. Ann Egleston, arrested on suspicion of being an accomplice in the murder, has been discharged from confinement; the other persons arrested are yet in prison. William Stewart, the accused is a slightly made young man; about five feet six or eight inches high; twenty-two years of age yesterday; has a remarkable fine dark eye, a smooth forehead and soft glossy black hair; his appearance indicate nothing ferocious, and heretofore, as we have been informed, he has sustained a good character.—He has been about ten months married to a wife who is about eighteen years of age—a woman remarkable for her piety and peaceful disposition. We have understood the dreadful charge against her husband and his consequent arrest, gave her so great a shock that fears are entertainted for the fate of her mind and the safety of her life.

While on the subject of the murder, we cannot refrain from paying a just and well merited compliment to the high constable, Mr. Mitchel, and the officers under his command. They have been untiring in their exertions to ferret out the persons concerned in, or in any way connected with the assassination, and they deserve the thanks of the community for the zeal and fidelity with which they have executed their duty.—Balt. Sun.

FROM THE FRONTIER.

The Rochester Daily Advertiser of Monday last, in a postcript states that "Bill Johnson" at the head of a small party robbed three farm houses on the Canada Island *Tante*, lying in front of Bath. They took $700 in cash and had a sixteen oared barge mounting from two to three pounders. Two British Steamers were in search of the robbers.

A letter from Oswego, N. Y. dated 11th instant, says—

I understand that despatches arrived this evening for the Governor of our State, whose head quarters are now at this place, bearing intelligence, confirmed by Col. Camp, that the attack upon the Sir Robert Peel was a *Canadian* affair in toto; and it was planned and set on foot by Canadians only. This intelligence places us on high vantage ground.

FROM THE FRONTIER.

From the Albany Argus.

The following is a copy of a "proclamation" recently issued by the leader of the gang that destroyed the steamboat Sir Robert Peel. It was obtained for Governor Marcey; and if the facts may be relied on, is important, as showing that the attack, although made in the American waters, was concerted in and proceeded from the British dominions.

"*To all whom it may concern.*—"I, William Johnson, a natural born citizen of Upper Canada, certify that I hold a commission in the Patriot service of Upper Cannada as commander in-chief of the naval forces and flotilla. I commanded the expedition that captured and destroyed the steamer Sir robert Peel. The men under my command in that expedition were nearly all natural born English subjects—the exceptions were volunteers for the expedition. My Head Quarters was on an Island in the St. Laurence, without the jurisdiction of the United States, at a place named by me Fort Wallace. I am well acquainted with the boundary line, and know which of the Islands do, and which do not, belong to the United States,; and in the selection of the Island I wished to be positive and not locate within the jurisdiction of the United States, and had reference to the decision of the Commissioners under the sixth article of the treaty of Ghent, done at Utica, in the State of New York, 13th June, 1822. I know the number of the Island, and by that decision it was British territory. I yet hold possession of that Station, and we also occupy a station some twenty or more miles from the boundary line of the United States, in what was his Majesty's dominions until occupied by us. I act under orders. The object of my movements is the independence of the Canadas. I am not at war with the commerce or property of the citizens of the United States.

"Signed this tenth day of June, in the year of our Lord one thousand eight hundred and thirty-eight.

WILLIM JOHNSON"

From the E. Shore Whig.

FACTS FOR THE PEOPLE.

Is it not a fact that in 1831 the Treasury of Maryland possessed a *surplus* of thirty-five thousand, three hundred and sixty-seven dollars and twenty-two cents?

Is it not a fact that your State Treasury since 1832 has been annually showing a larger and larger *deficiency?*

Is it not a fact that the public debt of Maryland in 1828 was only $180 947, while at the present time it is about FIFTEEN MILLIONS with every probability of a still further increase?

Is it not a fact that your Legislature was gulled into the passage of the odious Indemnity Law, which imposed a tax of ONE HUNDRED AND TWO THOUSAND, FIVE HUNDRED AND FIFTY-TWO DOLLARS AND EIGHTY-TWO CENTS upon the people for the benefit of John Glenn, Reverdy Johnson, and others?

Is it not a fact that your Whig rulers have to borrow annually a large amount of money to pay the interest upon the loans which they have blindly contracted?

Is it not a fact that *three* commissioners were sent to Europe to negotiate a loan of EIGHT MILLIONS of dollars, who received about *twenty thousand dollars* for doing what we have been unable to discover, when the business could have been transacted for one third the expense?

Is it not a fact that one of these commissioners was a Chief Judge, who neglected his judicial duties by his absence, but received his pay as though he had rendered services for the same?

Is it not a fact that Gov. Veazey *ordered* your State Treasurer to pay to Thomas Culbreth, the Clerk of the Council, between THREE and FOUR THOUSAND DOLLARS, without his rendering any service for the same?

Is it not a fact that the Senate refused to confirm his nomination as Secretary of State under the reformed constitution because of this improper transaction?

Is it not a fact that Veazey is equally culpable with Culbreth in this high handed measure—and equally deserving of the Senate's as well as the people's strongest disapprobation?

Is it not a fact that five hundred dollars too much was paid for printing last year, over and above what it was worth?

Is it not a fact that 300 dollars were paid to the Messenger of the Council, for looking at the State House a few times throughout the year?

Is it not a fact that your taxes are enormously high, and is it not owing to the policy of your State rulers?

Is it not a fact that a registry law has been imposed upon your brethren of Baltimore, as a feeler for a general property qualification law?

Is it not a fact that your Whig rulers can alone sustain themselves, and delude you, by the prodigal use of the credit of the State?

Is it not a fact that a DIRECT TAX threatens the farmers and Mechanics of the State to enable her to meet the heavy liabilities incurred by those who wield her political destinies?

Here are a few of the many stubborn facts that can be adduced as the offspring of Whig Legislation in the small space of five or six years. Fellow citizens are you determined to shut your eyes to the evils that hang around you and surrender the proud inheritance of freemen without a struggle? Will you not arouse, reflect, and redress the wrongs that are heaped upon you. Will you sacrifice the prosperity of your children and generations yet unborn at the suicidal artar of political corruption? We cannot think it! Your virtue, your patriotism, your political sagacity cannot suffer you to be hoodwinked longer by the vain promises of a party that have done nothing but deceive, delude, and defraud you.

What have the Whigs done?

They have emptied your Treasury and made a Bankrupt of your State.

They have loaded you with taxes and deceived you with promises.

They have been compelled to borrow money to pay the annual expenses of the State government, and yet have told you 'all's well.'

They have entailed upon you the enormous debt of FIFTEEN MILLIONS of dollars, and yet call upon you to sustain them in increasing it still higher. Freemen will you do it?—*Ib.*

State Debt.—This is an important topic. The aristocrats since they have had the control of the State have run us in debt more than one Million a year. The state has been plundered, and is now in debt, more than it can pay. It would ruin the people to pay the interest. If all the property in Harford county was sold, it would take one half of the proceeds to pay our portion of the debts.—Well may the whigs cry ruin, they have ruined this State. They have mortgaged every man's property for half its value; and where is the money. It would be curious to know, how much of it has been pocketed by whig commissioners, and whig favorites. We will pursue this subject at our leisure, and we promise to show the people of Harford, that they have been humbugged, plundered, and pillaged, and that corruption has arrived at its last stage of venality, in the Government of Maryland.—*Harford Republican.*