DAILY NATIONAL WHIG,

WASHINGTON, D. C.

TUESDAY MORNING, MARCH 20, 1849.

MARTYRS.

We invite the special attention of the *Union* and its political brethren, to the consideration of the annexed list of one hundred and thirty-two martyrs, during the first four months of Mr. Polk's administration. It is taken from the *Norfolk Herald* of the 17th inst.; and so far as our observation extended during that "bloody era," we think it is correct. We know most of the victims personally whose names are enumerated, and we unhesitatingly pronounce them to be gentlemen, against whom the charge of either incapacity or infidelity to duty was never once brought, or if brought, was never substantiated. Their only crime was, that they were not of the Polk political faith. We say, we invite the special attention of the *Union* and its political brethren, to the consideration of this sanguinary tablet of proscription, because we desire that that journal and its compeers should see their own image in a mirror of their own making.—Perhaps the fright, which a glimpse of their own Medusa-like heads will occasion, may have a salutary influence in disposing them to tell the truth hereafter respecting the anti-proscriptive administration of Zachary Taylor. We call the period, during which the gentlemen in the following list were driven from office, a "bloody era." It was so in truth; for *Mr. William James*, whose name is inscribed on this iron tablet, died in consequence of his removal. This is no fiction. Our whole city well remembers the fact, and there are hundreds who will attest to the truth of it. The authors of that act will yet receive compensation for it at the hands of slow-pacing justice. But to the list.

LIST OF REMOVALS IN THE DISTRICT OF COLUMBIA. SINCE FOURTH MARCH, 1845.

[IN THE SPACE OF FOUR MONTHS.]

TREASURY DEPARTMENT.—Leonard Adams, Francis Boyer, D. M. Boyer, T. B. Bishop, O. H. Fisher, (Dem. re-instated.) Wm. Brown, W. C. Benthall, L. Beard. Bell, J. W. Bronaugh, Jr., M. St. Clair Clarke, Randolph Coyle, Fitzhugh Coyle, B. B. Cheever, Geo. W. Cox, (re-instated.) Josephus Dawes, T. B. Dashiel, H. Diven, Edward T. Evans, John Evans, James Eakin, Charles Fletcher, Wm. Ford, John M. Ford, Meade Fitzhugh, Francis C. Goode, Geo. L. Gilchrest, Geo. Gilliss, Thomas Gunton, Douglass Howard, O. S. Hall, D. Haswell, J. K. Hanson, David F. Heaton, A. H. Harper, Wm. Henry (Dem. reinstated,) Kandess Irving, Wm. Ingle, Wm. James, George King, W. W. King, (re-instated.) David Koones, William B. Lewis, Robert Lawrance, Samuel Lewis, (re-instated.) J. Lathrop, Wm. Lloyd, L. J. Middleton, Ignatius Mudd, John McLeod, Joseph Mounts, Wm. Morton, J. Montague, (Dem. re-instated.) F. Mower, Jas. C. Morehead, Chas. McGill, R. T. McGill, G. M. Phillips, O. S. Paine, Charles B. Penrose, Wm. B. Page, T. R. Quimby, J. Rose, Jabez Rooke, James T. Randolph, Presley Simpson, Thomas L. Smith, John Schriver, Edmond Sullivan, (re-instated.) John H. Smith, John Stoddard, John Seaford, Jr., J. Shackleford, Fleet W. Smith, J. E. Toel, Geo. Taylor, V. Turner, John Wise, R. M. Whitney, James Watson, Noah Z. Wilson, R. P. Wilkinson, W. H. Waters, S. S. Whiting, Geo. Wood, Jeremiah Williams, A. H. Lawrence, J. C. Lewis.

STATE DEPARTMENT.—W. W. Crouch, R. K. Crallé, Thos. Donohe, H. L. Ellsworth, John Ellis, John Mayes, Chas. Keller, D. W. Lindsey, Rev'd —— Smith, W. H. Prentiss, John H. Tiscomb, Baldwin Dade, Charles H. Winder.

POST OFFICE DEPARTMENT.—Jas. Allen, John Agg, T. B. Addison, W. Addison, W. Boss, John Barcroft, James Dodds, Wm. Jones, Wm. Robinson, John S. Skinner, Geo. Sweeney, David Smith, M. Ross.

WAR DEPARTMENT.—W. J. Anderson, John T. Cochran, N. H. Krebs, Wm. Douglass, F. Dorsett, F. W. Dandy, Basil H. Waring.

NAVY DEPARTMENT.—O. A. Browne, John N. McBlair, J. Handy, (temporary.) W. Hutton, (temporary.) —— Ludlow, Dr. Plater, H. T. Wrightman, —— Hebb, (re-instated.)

PENITENTIARY.—J. B. Dade.

DISTRICT ATTORNEY.—P. R. Fendall.

CUSTOM HOUSE.—Georgetown, Henry Addison.

TROUBLES IN THE RICHMOND DISTRICT.

We regret to perceive, that the friends of the Administration are divided, as to their choice for a candidate for the next Congress, in the Richmond, Va., District. A recent convention nominated C. Carter Lee; but the friends of Mr. Botts are not disposed to abide by the nomination. Another Convention is proposed in the early part of next month, with a view to heal the schisms now existing, and the friends of Mr. Lee are willing to abide the result. We trust that the Republican party will put aside all these differences and unite. Union is all that is necessary to secure us a triumph. We cannot conquer unless we are united. What Mr. Botts' friends will do in the premises, is not yet known; but we rely upon their patriotism to dictate to them the proper course to prevent the loss of the District.

LIST OF PATENTS.

We commence the publication, to-day, of the weekly official list of Patents, issued by the Patent Office, with the claims upon which each patent is granted. Inventors and others interested in procuring this information, at the earliest possible date, are informed, that the weekly official List, will appear in the *Daily National Whig* every Tuesday morning.

☞ Yesterday and to-day were set apart by the Secretary of State for the reception of the members of the Diplomatic Corps.

☞ The Senate were in open session for a few minutes only yesterday, and then, with closed doors, proceeded to the consideration of Executive business.

THAT NO OTHER MAN HAS DONE.—We have seen it stated that G. W. P. Custis paid his respects to President Taylor a few days since, and that he is perhaps the only citizen who has taken by the hand the twelve Presidents of the United States. It may be added that Mr. Custis cast his *first* vote for General Taylor. Having resided in the District of Columbia, he did not enjoy the right of suffrage until Congress retroceded to Virginia the soil that originally belonged to that State.

Singular Railroad Accident.

It has been the custom upon the Scottish Central line for gate-keepers to keep the gates shut upon the line on Sunday, during day-light, at those crossings where a considerable number of people are passing and repassing on their way to church or otherwise, excepting during a limited period when the mail trains are expected. On Sunday last however, about 9 o'clock in the morning, when the gate-keeper upon the Carse road at Craigs, quite contiguous to the town, was in bed, snatching the opportunity for an hour or two of consecutive sleep, which is a rarity to him except upon that day, a despatch engine arrived to announce the detention of the mail occasioned by the calamitous accident near Carlisle.

The whistle was sounded at about the usual distance, and not sooner. The keeper, however, being in bed, his wife gave him a hasty cry, and ran out to try to open the gates. On doing so he was shocked to perceive that his wife, alarmed at the rapid approach of the terrible engine, had swooned and fallen down right in the way of the opening of the gates. For an instant his heart was lacerated and his arm unnerved by the certain danger of his wife, but instinctively and convulsively he seized her and dragged her back, and had again seized the gates when the engine was upon him, tearing them from their staples and his hands at the same time. One of the gates the engine bore with it for upwards of 140 yards ere it could be stopped. Two others were crushed and bent in every direction; and had the fourth, which was the least injured, swung in its natural way, both the keeper and his wife would have been injured severely, if not killed—but, providentially, the recoil sent it the contrary way, and no harm was done by it. As it is, the gates are destroyed, the keeper's arm somewhat sprained, and his wife's leg and knee a little hurt, either by the fall or the hasty manner in which her husband had to drag her away from certain destruction.—*Stirling (Eng.) Observer.*

Gen. Taylor's Inaugural Address.

We publish, to-day, the inaugural address of Gen. TAYLOR. Its directness, brevity, its frankness, and simplicity are entirely characteristic of the man, and its sentiments are in perfect unison with the opinions advanced whilst a candidate for the suffrages of his countrymen. It cannot be said of this, his first official act, that he preached one doctrine to help himself into power, and *another* afterwards; for one of the principal objections urged by Cassites against his inaugural is, that "it is nothing more than a summary of principles promulgated by him on various occasions, during the last two years!" A finer compliment could not be paid to its perfect harmony and consistency with his character, than this captious objection unwittingly conveys. He was elected on account of services performed and of the opinions which he was known to have expressed or entertained; and if, as the Chief Magistrate of the Republic, he shall continue to act, as he has commenced, in a manner consistent with his character and professions, he will have realized the just expectations of his countrymen, and fulfilled the pledges, expressed or implied, which induced a majority of them to yield him their preference and support.

Every one admires the admirable tone of the address, and few question the soundness of its doctrines; but, in order to mingle their applause with a due proportion of censure, his opponents are compelled to risk their character as prophets, and draw large drafts on the future. They say, "it all sounds very well," but add: "wait for a month or so, and we'll see if the General don't begin the work of proscription, and make *every* 'Democrat' in office walk the plank?" Judging others by themselves, some of our opponents cannot realize the idea of seeing "a President of the United States" succeed right on the heels of "the President of a party." They therefore cry before they are hurt, or even touched; and we may expect to hear the hills and valleys, and the woods and prairies of our vast confederacy reverberating to their lamentations for the first political brawler who may be offered up as a victim for violating the proprieties of his station as the servant, and not the dictator, of the people. There are some men who expect, in this way, to perpetuate the ascendancy of their party in office in *secula seculorum*. When the locos are in, they appoint none but their friends; and when Whigs succeed, it will not do for them to make a single movement towards introducing political equality among official incumbents, lest, forsooth, the unpleasant operation may lead to the shrieks cry and imputation of proscription for opinion's sake!" We hope the administration will never stop until the disgraceful inequalities which now exist between the number of the two parties in public employment, are fully corrected, and that, when this reform is effected, and a fair division is made, it will then return to the Jeffersonian standard of qualification, when the only question asked an applicant for Government favor was, "Is he honest, is he capable, is he faithful to the Constitution?" There are two *extremes* which should be avoided, viz: to remove none at all, and to remove indiscriminately all political opponents.—Neither extreme will, in our opinion, meet the approbation of the people. We have perfect confidence that the administration knows how to pursue the proper medium, and steer between them; and that it will do its duty faithfully, fearlessly, and in such a way as to satisfy all candid men that no vindictive feeling of "rewarding friends or punishing enemies" is at the bottom of reforms demanded by equality and justice, and loudly called for by the voice of public opinion.

We congratulate the friends of Gen. Taylor and the country on the universal acceptance with which his inaugural has been hailed by all parties, so far as our knowledge extends; and trust and hope it is a favorable augury of the union of the patriotic men of all parties in the support of an administration which will prove worthy of Gen. Taylor's fame, and of the confidence reposed in him by his fellow-citizens.—*Jackson, Miss., Southron. (Whig.)*

MODIFICATION OF THE BRITISH NAVIGATION LAWS.

MR. LABOUCHERE'S BILL.

[Continued.]

XIV. Provided always, and be it enacted, That if the Legislature, or proper Legislative Authority of any such British Possession shall pass an act or make an ordinance authorizing or permitting the conveyance of goods and passengers from one part of such Possessions to another part thereof in other than British ships, or if the Legislatures of any two or more Possessions shall pass any acts or ordinances for the purpose of regulating the trade between them, so far as relates to the vessels in which it is to be carried on, and shall transmit the same in the proper manner to the Secretary of State, in order that the same may be submitted to Her Majesty, and if Her Majesty shall be graciously pleased to approve of such acts or ordinances; then in such case it shall be lawful for Her Majesty to issue an order in Council declaring Her Royal assent thereto, and upon the proclamation of such assent in the colony, such acts or ordinances shall come into operation, except so far as may be otherwise provided therein, or as may be otherwise directed by such order in council, anything heretofore considered to the contrary thereof notwithstanding.

XV. And with regard to the coasting trade of India, be it enacted, That it shall be lawful for the Governor General of India, in council, to make regulations authorizing or permitting the conveyance of goods or passengers from one part of the possessions of the East India Company to another part thereof, in any other than British ships, subject to such restrictions or regulations as he may think necessary; and such regulations shall be of equal force and effect with any laws and regulations which the said Governor General in council is now or may hereafter be authorized to make, and shall be subject to disallowance and repeal, in like manner, as any other laws or regulations made by the said Governor General in council, under the laws from time to time, in force for the government of the British Territories in India, and shall be transmitted to England, and be laid before both Houses of Parliament, in the same manner as any other laws or regulations which the Governor General in council, is now or may hereafter be empowered to make.

XVI. And be it enacted, That no ship shall be admitted to be a British ship, unless duly registered and navigated as such; and that every British registered ship (so long as the registry of such ship shall be in force, or the certificate of such registry retained for the use of such ship) shall be navigated during the whole of every voyage (whether with a cargo or in ballast) in every part of the world by a master who is a British subject, and by a crew whereof *three-fourths* at least are British seamen; and if such ship (not being a ship of *one hundred* tons burden or upwards) arriving from or departing for ports beyond the seas in manner herein-before provided for, be employed in a coasting voyage from one part of the United Kingdom to another, or in a voyage between the United Kingdom and the Islands of Guernsey, Jersey, Alderney, Sark, or Man, or from one of the said islands to another of them, or from one part of either of them to another of the same, or be employed in fishing on the coasts of the United Kingdom, or of any of the said Islands, then the whole of the crew shall be British seamen: Provided always, that every ship, (except ships required to be wholly navigated by British seamen) which shall be navigated by one British seaman for every *twenty* tons of burden of such ship shall be deemed to be duly navigated, although the number of other seamen may exceed *one-fourth* of the whole crew; provided also, that if a due proportion of British seamen cannot be procured in any foreign port, or in any place within the limits of the East India Company's Charter, for the navigation of any British ship, or if such proportion be destroyed during the voyage by any unavoidable circumstance, and the master of such ship make proof of the truth of such facts to the satisfaction of the Collector and Controller of the customs at any British port, or of any person authorized in any other part of the world to inquire into the navigation of such ship, the same shall be deemed to be duly navigated.

XVII. And be it enacted, That no person shall be deemed to be a British seaman, or to be duly qualified to be master of a British vessel, except persons of one of the following classes: (that is to say,) natural born subjects of her Majesty; persons naturalized by or under any act of Parliament, or by or under any acts or ordinance of the Legislature or proper legislative authority of one of the British Possessions, or made denizens by letters of denization; persons who have become British subjects by virtue of the conquest or cession of some newly acquired country, and who have taken the oath of allegiance to her Majesty, or the oath of fidelity required by the treaty or capitulation, by which such newly acquired country came into her Majesty's possession; and persons who have served on board any of her Majesty's ships of war, in time of war, for the space of *three* years.

XVIII. And be it enacted, That if her Majesty shall at any time by her royal proclamation, declare that the proportion of British seamen necessary to the due navigation of British ships, shall be less than the proportion required by this act, every British ship navigated with the proportion of British seamen required by such proclamation, shall be deemed to be duly navigated, so long as such proclamation shall remain in force.

XIX. And be it enacted, That in case it shall be made to appear to her Majesty that British vessels are subject in any foreign country, to any prohibitions or restrictions as to the voyages in which they may engage, or as to the articles which they may import into or export from such country, it shall be lawful for her Majesty (if she think fit) by order in council, to impose such prohibitions or restrictions upon the ships of such foreign country, either as to the voyages in which they may engage, or as to the articles which they may import into or export from, or carry coastwise in any part of the United Kingdom, or of any British possessions in any part of the world, as her Majesty may think fit, so as to place the ships of such country on as nearly as possible the same footing in British ports as that on which British ships are placed in the ports of such country.

XX. And be it enacted, That in case it shall be made to appear to Her Majesty that British ships are either directly or indirectly subject, in any foreign country to any duties or charges of any sort or kind whatsoever, from which the national vessels of such country are exempt, or that any duties are imposed upon articles imported or exported in British ships, which are not equally imposed upon the like articles imported or exported in national vessels, or that any preference whatsoever is shown, either directly or indirectly, to national vessels over British vessels, or to articles imported or exported in national vessels over the like articles imported or exported in British vessels, or that British trade and navigation is not placed by such country upon as advantageous a footing as the trade and navigation of the most favored nation, then, and in any such case, it shall be lawful for Her Majesty, (if she think fit,) by order in council, to impose such duty or duties of tonnage upon the ships of such nation entering into or departing from the ports of the United Kingdom, or of any British Possession in any part of the world, or such duty or duties on all goods, or on any specified classes of goods imported or exported in the ships of such nation as may appear to Her Majesty justly to countervail the disadvantages to which British trade or navigation is so subjected as aforesaid.

XXI. And be it enacted, That in every such order Her Majesty shall specify what ships are to be considered as ships of the country or countries to which such order applies, and all ships answering the description contained in such order, shall be considered to be ships of such country or countries for the purposes of such order.

XXII. And, whereas, the Corporation of the Trinity House of Deptford Strond, certain bodies politic or coporate, and sundry other persons are now authorized by law, charter, special privilege, or grant, to levy and receive certain rates and duties, under the denomination of light duties, pilotage, ballast, buoyage, and beaconage rates, harbor duties, wharfage, tonnage, and other duties on foreign ships or vessels, and on goods imported or exported in foreign ships or vessels, over and above the rates and duties (if any) which the said corporation, bodies politic or corporate, and other persons, are authorized to levy and receive on British ships.

And, whereas, in any case where a treaty is in force between Her Majesty and any other foreign State, containing any stipulations that no higher duties or charges shall be levied on the vessels of such foreign State than on British vessels, it is by law provided, that full effect shall be given to such treaty, on the publication thereof by Her Majesty in council, and divers provisions have been made by certain acts of Parliament, (that is to say,) by a certain act passed in the fifty-ninth year of the reign of King George the Third, intituled "an act to carry into effect a convention concluded between His Majesty and the United States of America, and a treaty with the Prince Regent of Portugal," and by an act passed in the session of Parliament, holden in the eighth and ninth years of the reign of Her present Majesty, intituled "an act for granting duties of customs, for the repayment to the said corporation of the Trinity House, and to the said bodies politic or corporate, and other persons, of the amount of the sums of money of which they may be deprived by reason of their being forbidden to levy such differential duties and charges as aforesaid. And, whereas, it is expedient to empower Her Majesty to reduce the differential duties and charges, so payable as aforesaid, to the said corporation, bodies politic or corporate, and other persons, in certain cases in which no treaty exists; Be it therefore enacted, That it shall be lawful for Her Majesty, from time to time, by order in council, to declare that no higher or other duties or charges are to be levied upon the vessels of any foreign country or countries, to be named in such order, nor upon goods imported or exported in the vessels of such foreign country or countries, than such as are levied upon British vessels, or upon the like goods imported or exported in British vessels; and thereupon, and so long as such order shall continue in force, the said corporation, bodies politic or corporate, and other persons, shall levy upon the vessels of such foreign country or countries, and upon goods imported or exported therein, only such duties and charges as they levy upon British vessels, and upon the like goods imported or exported in British vessels: and the amount of any sums of money of which the said corporation, bodies politic or corporate, and other persons, may be deprived, by this enactment, shall be repaid to them, in the same manner, and subject to the same regulations as the amount of the sums of money of which they may be deprived by the said recited acts, or either of them, is by the said recited acts directed to be repaid.

(To be concluded.)

Mr. LABOUCHERE, in his speech upon the introduction of the project of the repeal of the Navigation Laws, spoke of the probability of a reciprocal convention with the United States, respecting the coasting trade. Being questioned on that point, he distinctly said, or is reported to have said, that in an interview with Mr. Bancroft, that gentleman, the American minister, "spoke of his desire that such a convention should be signed;" and that Mr. Bancroft further added, "he should be willing the next day to decide upon any convention which should include the coasting trade."

To this precipitate and unqualified declaration the British statesman replied that on such a question he did not think he ought to anticipate the decision of the House; it was a question upon which Parliament must decide. Whether or not a rebuke was here intended to the over-forward representative of the American Republic we shall not undertake to conjecture; but we may venture the belief that the reply of Mr. Labouchere does contain a rebuke, which the American people and Government might well administer to an Ambassador who declared *himself* ready "to decide upon any convention which should include the coasting trade."

It is not usual in any well ordered government for the treaty-making power to attempt to change or subvert any existing system of legislation upon which an established policy rests. Some legislative action is advised, authorizing negotiation within certain limits; and they shall fix a notice of the prohibition, for the knowledge of the public, at all the places on the way at which there are post offices or despatch agencies; for the neglect of which orders the directors shall be responsible.

ART. 6. Captains of vessels and individuals of their crews, and passengers sailing from ports of the peninsula, shall not admit for transportation to this island any letters or papers not bearing the seal of the respective post offices.

ART. 7. All correspondence brought by vessels which arrive in the island, whether national or foreign shall be delivered to the collector of the mails in the act of his visit by the captain, supercargo, passenger, or member of the crew, in whose care they may be.

ART. 8. In the ports in which there is no collector of mails the captain, supercargo, and passengers, are obliged to deliver to the post office or despatch agency all the correspondence which they may have brought immediately after the vessel has cast anchor.

ART. 9. In the act of delivering the correspondence and packages, as directed in the preceding articles, the collector shall pay as remuneration for each piece, whether a single letter or a double letter, or a package, coming from the United States or the Indies, one cent, and two cents for those from any other country. If the correspondence be in bags or sealed packages the said payment shall be made at the post office; and in each case, on a receipt for the number of pieces and the amount paid to the person bringing them.

ART. 10. A fine of one dollar shall be laid for each single letter, and of two, three, four, &c. dollars in proportion for each double, treple, quadruple, &c. letter which shall not have been delivered to the collector or postmaster within twenty-four hours after the vessel has cast anchor in the port; and, in order that no one may plead ignorance, a copy of the articles containing this obligation, written in Spanish, French, or English, shall be delivered to each captain at the moment of the visit.

The collector is authorized to take measures for having the fines imposed immediately paid; and in case of resistance, which is not to be expected, he shall require the arrest of the party making it by the captain of the port, or the adjutant charged with visiting vessels, and shall inform the local authority of the same, who may double the fine on those who resist, or order them to be kept in prison two days for every letter brought by them. In addition to any proceedings which may be instituted, according to the circumstances and the tendency and object of the concealment.

ART. 11. All the correspondence and newspapers arriving are subjected to the payment of postage, according to the existing tariffs, excepting those belonging to the consignee of the vessel which brings them, and those of the consuls, provided the bundle or package containing them be registered, and they come in vessels of their own nations.

ART. 12. The owners or consignees of vessels shall be bound to charge the captains and masters under their responsibility to prevent, by every means in their power, the carriage of any correspondence in any other way than in the packages delivered to them by the proper officer of that branch.

ART. 13. Spanish ships of war shall likewise deliver to the post office the correspondence which they may have received from the post offices of the places of their departure; and with regard to foreign ships of war they shall be courteously requested, in the act of visiting them, to give to the collector of that branch whatever correspondence they may have brought.

ART. 14. In all cases of repetition of the offence the punishments may be doubled; but when the infractions of this law involve other common offences, or political offences against the established order of things, and the security and integrity of the State, the proceedings shall be conducted by the competent tribunals until their termination by the application of the sentence according to the laws, or the offenders shall be summarily punished by fines of from one hundred to one thousand dollars, and expulsion from the territory, in virtue of the powers conferred upon me by the Government of her Majesty.

ART. 15. The guards, adjutants, and all other persons charged by the local authorities in the ports of this island, shall be specially instructed to prevent the transmission of correspondence by carelessness or malicious abuse of confidence; and to assure themselves that the captains and masters of vessels are made acquainted with their responsibility.

And in order that it be made known to the public, and that no one may plead ignorance, this decree shall be circulated, and sent to all the authorities and corporations, and to the foreign consuls, and shall be published in three consecutive numbers of the Official Gazette, and shall henceforth be regarded as an addition to the regulations of the Government and Police.

CONDE DE ALCOY.

HAVANA, MARCH 1, 1849.

Please read President Taylor's Inaugural—it is just as we expected, none of your windy, bombastic, "long yarns." It shows ability and honesty, and his determination to prefer the Constitution before any party platform, as his guide in the administration of the Government. We sometimes almost think we have a ruler equal to Washington. There is no greater mark of ability than a diffidence thereof.

The Westmoreland Intelligencer justly remarks—"The Address is short, and in fine harmony with that elegant simplicity, purity, justice, equality and impartiality which so eminently characterize its author. Here are no interminable party harangues, or demiogical speeches to gratify the vitiated taste of party leaders, or to subserve the ends of venal politicians. There is nothing superfluous; no important National interest omitted; it is brief, comprehensive and to the point. President Taylor looks upon these 30 States with their territories in the aggregate, and himself as the imperial guardian of their prosperity, harmony and rapidly increasing greatness. The style and diction of the address is a model of good taste."

We rejoice to hear party papers speak thus—yes, we rejoice with exceeding great joy! An approval of the address because it is "no party harangue," or demiogical speech to gratify the taste of *party* leaders." This independence and purity of the President will doubtless work wonders in demolishing partyism. Soon many presses will burst their shackles, cast them away, declare independence, and advocate the claims of the "Nation's candidates," for the Presidency. It was because General Taylor was capable, honest, firm, independent and deserving, that induced us first to raise the Flag for him, while yet he was in Mexico. We then thought and desired that he was a second Washington, and we think so still.—*Ligonia, Pa., Free Press.*

ROBERT J. WALKER

WILL PRACTISE LAW IN THE SUPREME COURT OF THE UNITED STATES.

IN answer to many letters, he thinks proper to say, that he cannot attend to claims before Congress, or any of the Departments, but will devote his attention exclusively to cases entrusted to him in the Supreme Court.

Office on Pennsylvania avenue, near the Seven buildings, Washington, D. C. mar 6—tf

WORTHINGTON G. SNETHEN,

FORMERLY SOLICITOR OF THE GENERAL LAND OFFICE.

ATTORNEY AND COUNSELLOR AT LAW,

Washington, D. C.,

PRACTISES in the Supreme Court of the United States, the Courts of the District and of the neighboring States, gives legal counsel at his chambers, prosecutes claims of every description against Congress or any of the Departments of Government, acts as agent in procuring letters patent for inventions, and is prepared to execute any business requiring the presence and attention of counsel or agent at the seat of government.

☞ Office at his dwelling, No. 3 Missouri Avenue, between 3 and 4½ streets.

J. E. CARVER,

ARCHITECT AND ENGINEER,

NO. 51 NORTH SIXTH STREET, PHILADELPHIA,

GIVES Drawings and Specifications or contracts to erect Dwellings, &c., and lay out the grounds for County Seats or Cemeteries; together with the arrangement of Trees to give the proper effect. Also, Churches, Hospitals, Prisons, Water Works, Gas Works, &c., on the latest and most approved plans, including heating, ventilating, &c.

OFFICIAL.

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate

STATE DEPARTMENT.

GALES SEATON, of the District of Columbia, to be Secretary of Legation of the United States to the Federal Government of Germany.

POST OFFICE DEPARTMENT.

EDWIN BOYLE, of Annapolis, Maryland, in place of Martin F. Revell, agreeably to the nomination.

WAR DEPARTMENT.

ADJUTANT GENERAL'S OFFICE,
General Orders } Washington, March 16, 1849.
No. 15.

A Board will convene in the city of New York on the 1st of May, for the purpose of examining Assistant Surgeons for promotion, and such applicants for appointment in the medical staff of the army as may be invited to attend.

The Board will consist of Surgeons MOWER, WOOD, and CUYLER, and Assistant Surgeon THOMAS HENDERSON.

The junior member to act as Recorder.

The Board will adjourn after performing the duties assigned to it, and the members return to their respective stations.

By Order,
R. JONES,
Adjutant General.

DEPARTMENT OF STATE,
WASHINGTON, March 16, 1849.

The following Regulations respecting the transmission of sealed proposals to Cuba, recently made by the Government of that Island, have been communicated to this Department by the Legation of Spain in this city, and are now made public for the benefit and information of all whom it may concern:

Government and Captaincy General of the ever-faithful Island of Cuba.

The great injury suffered by the royal revenue from the mails, in consequence of the transmission of correspondence otherwise than by mail, or in the packages sent by the administrators or despatch agents, although such transmission is punishable by law, and also from the introduction by private individuals of correspondence from abroad, in contravention of the existing royal orders and dispositions of the Government, has caused me to direct my attention specially to this important subject, for the purpose of adopting such measures as may tend to re-establish in force the regulations which have now fallen into neglect or disuse; and to this effect, having examined the report of the general administration of the mails, in order to prevent all contraband transmission of correspondence in future, which is not only done by many from ignorance or mistaken kindness, but also by many others, in order to conceal letters and printed papers, circulated with malicious and criminal intent, I have determined to use the powers which I possess as her Majesty's Captain General and General Sub-Delegate of the Department of the Post Office, and do agree as follows:

ARTICLE 1. All persons, whatsoever be their quality or condition, without exception, are prohibited by the 20th title of the royal ordinance respecting mails, now in force, from carrying letters or sealed papers in any other way than in the mails, unless by express order of the authorities, under penalty of thereby subjecting themselves to the forms and punishments therein declared: provided that in places where there is no post office or despatch agent, letters and papers may be carried to the nearest post office or despatch agency in the direction towards which they are destined, with the understanding that persons who may be found to have passed by such point without delivering the letters or papers, shall be subjected to a fine of a ducat for each letter.

ART. 2. Printed papers in sealed packages cannot be carried otherwise than by mail; and they must be enclosed in a single envelope, such as to allow the examination of the papers without breaking the covering, on which shall be written the title of the printed paper or newspaper within, and its direction. Newspapers or loose printed sheets placed in the post or despatch offices, without these precautions, will not be transmitted.

ART. 3. The concealment of letters or papers of any kind, whether manuscript or printed, drawings, engravings, or lithographics, other than those described on the envelope or annexed to such, is considered fraudulent, as regards the packages of printed papers, to which the preceding article refers.

ART. 4. All papers or packages not corresponding with the terms above mentioned, or which from their great size or other circumstances may induce suspicions of their being in contravention of the law, shall be detained at the post offices or despatch agencies until the persons interested in them shall come, or have been summoned by the authorities to come, and open them in presence of the administrators of the post office.

ART. 5. The facility with which the contraband carriage of correspondence may be effected by passengers and persons employed on the railway trains, and in steamers, and coasting vessels, being evident, the directors of such enterprises and the consignees of such vessels shall especially enjoin upon their dependants not to consent to any abuses of that kind which they may observe, or of which they may be informed; and they shall fix a notice of the prohibition, for the knowledge of the public, at all the places on the way at which there are post offices or despatch agencies; for the neglect of which orders the directors shall be responsible.

ART. 6. Captains of vessels and individuals of their crews, and passengers sailing from ports of the peninsula, shall not admit for transportation to this island any letters or papers not bearing the seal of the respective post offices.

ART. 7. All correspondence brought by vessels which arrive in the island, whether national or foreign shall be delivered to the collector of the mails in the act of his visit by the captain, supercargo, passenger, or member of the crew, in whose care they may be.

ART. 8. In the ports in which there is no collector of mails the captain, supercargo, and passengers, are obliged to deliver to the post office or despatch agency all the correspondence which they may have brought immediately after the vessel has cast anchor.

ART. 9. In the act of delivering the correspondence and packages, as directed in the preceding articles, the collector shall pay as remuneration for each piece, whether a single letter or a double letter, or a package, coming from the United States or the Indies, one cent, and two cents for those from any other country. If the correspondence be in bags or sealed packages the said payment shall be made at the post office; and in each case, on a receipt for the number of pieces and the amount paid to the person bringing them.

ART. 10. A fine of one dollar shall be laid for each single letter, and of two, three, four, &c. dollars in proportion for each double, treple, quadruple, &c. letter which shall not have been delivered to the collector or postmaster within twenty-four hours after the vessel has cast anchor in the port; and, in order that no one may plead ignorance, a copy of the articles containing this obligation, written in Spanish, French, or English, shall be delivered to each captain at the moment of the visit.

The collector is authorized to take measures for having the fines imposed immediately paid; and in case of resistance, which is not to be expected, he shall require the arrest of the party making it by the captain of the port, or the adjutant charged with visiting vessels, and shall inform the local authority of the same, who may double the fine on those who resist, or order them to be kept in prison two days for every letter brought by them. In addition to any proceedings which may be instituted, according to the circumstances and the tendency and object of the concealment.

ART. 11. All the correspondence and newspapers arriving are subjected to the payment of postage, according to the existing tariffs, excepting those belonging to the consignee of the vessel which brings them, and those of the consuls, provided the bundle or package containing them be registered, and they come in vessels of their own nations.

ART. 12. The owners or consignees of vessels shall be bound to charge the captains and masters under their responsibility to prevent, by every means in their power, the carriage of any correspondence in any other way than in the packages delivered to them by the proper officer of that branch.

ART. 13. Spanish ships of war shall likewise deliver to the post office the correspondence which they may have received from the post offices of the places of their departure; and with regard to foreign ships of war they shall be courteously requested, in the act of visiting them, to give to the collector of that branch whatever correspondence they may have brought.

ART. 14. In all cases of repetition of the offence the punishments may be doubled; but when the infractions of this law involve other common offences, or political offences against the established order of things, and the security and integrity of the State, the proceedings shall be conducted by the competent tribunals until their termination by the application of the sentence according to the laws, or the offenders shall be summarily punished by fines of from one hundred to one thousand dollars, and expulsion from the territory, in virtue of the powers conferred upon me by the Government of her Majesty.

ART. 15. The guards, adjutants, and all other persons charged by the local authorities in the ports of this island, shall be specially instructed to prevent the transmission of correspondence by carelessness or malicious abuse of confidence; and to assure themselves that the captains and masters of vessels are made acquainted with their responsibility.

And in order that it be made known to the public, and that no one may plead ignorance, this decree shall be circulated, and sent to all the authorities and corporations, and to the foreign consuls, and shall be published in three consecutive numbers of the Official Gazette, and shall henceforth be regarded as an addition to the regulations of the Government and Police.

CONDE DE ALCOY.

HAVANA, MARCH 1, 1849.

DEPARTMENT OF THE INTERIOR.

LIST OF PATENTS

ISSUED FROM THE UNITED STATES PATENT OFFICE,
(With the claims annexed.)
For the week ending March 13, 1849.

JEREMIAH WARNER, *Reading, Pa.*, for improvement in cultivators. Patented March 13th, 1849.

"What I claim as my invention, and desire to secure by Letters Patent is connecting the teeth of cultivators to the frames thereof by attaching them to blocks adapted to slide in the frame, and provided with screws for regulating their position relatively to one another and to the draught beam, substantially as described—and in combination with the foregoing.

"I also claim as my invention connecting the teeth by means of a hinge or other turning joint, and provided with the jointed screw brace, the said joints and screw braces being attached to the sliding blocks, to which the teeth are attached as described."

T. WILLIS PRATT, *Springfield Mass.*, for improved horizontal Spark Arrester. Patented March 13, 1849.

"Having thus fully described my improved Spark Arrester and its application, what I claim therein as new, and for which I desire to secure Letters Patent, is the cap or horizontal pipe with perforated top, expanded, and connecting with the fire box, substantially in the manner, and for the purpose set forth."

T. FAIRBANKS, *St. Johnsburgh, Vt.*, for improvement in Double Scale Balances. Patented March 13, 1849.

"What therefore, I claim as my invention is the graduated scale E and sliding or moveable weight F therefor in combination with the balance beam (having arms of equal lengths) and its two scale pans or platforms for sustaining weights, the whole being constructed and made to operate substantially in manner and for the purposes herein above specified."

ROBERT B. GOODYEAR, *Philadelphia, Pa.*, for improvement in apparatus for operating shuttle boxes of Looms. Patented March 13, 1849.

"What I claim as my invention and desire to secure by Letters Patent is the combination of the index wheel (A) having moveable pins of different lengths with the shoe (B) having projections adapted to the pins for the purpose of raising and falling the shuttle boxes, the whole being constructed substantially as above described."

A. B. SEYMOUR, *Bordentown, N. J.*, for improved combined Rail Road Bar. Patented March 13, 1849.

"I wish it to be understood that I do not claim as my invention the use of mere clamp plates and screw bolts for the union of the sections of rails or bars of rail roads. I am also aware that rails have been made in two or more parts, divided by a longitudinal plane or planes; but when so made the upper part constituting a cap, is made separate from and attached to the base; and I do not therefore simply claim making rails in two parts when the top part depends alone on the bolts to keep it down; but what I do claim as my invention and desire to secure by Letters Patent is making such rails in two parts, divided by a longitudinal and vertical plane, when brought together and united by breaking joints and secured by screw bolts, keys, or other equivalents so that the junctions of the sections of one part shall be in the middle or near the middle of the sections of the other part, substantially as described.

"And I also claim making a recess or groove at the junction of the two parts of the rail at the top, substantially as described, that the iron when beaten down by the action of the wheels of rail road trains may spread therein without having a tendency to force apart the two halves and strain the securing bolts or keys as described."

H. MALLOW, *Pendleton County, Va.*, for improvement in regulating Forebays. Patented March 13, 1849.

"What I claim as my invention, and desire to secure by Letters Patent is the method of regulating the supply of water from one and the same Forebay to different water wheels, or other movers of machinery driven by water, by means of a partition or partitions, over which water not required for the steady action of one wheel or series of wheels may pass to one or more other wheels, which do not require constant and unvariable supplies; in the manner and for the purposes herein set forth.

"I also claim the use of the above manner of regulating the water of a forebay by partitions, in combination with one or more swinging gates attached to said partitions, as adjustable, as to regulate, change or reverse the course of the currents of water, and also in combination with the regulating waste gates herein described acting in the manner and for the purpose herein set forth."

JOHN M'GINLEY, *Philadelphia, Pa.*, for improvement in Spring Shanks for boots and shoes. Patented March 13, 1849.

"I do not claim the invention of a metallic shank for boots or shoes. But what I claim as my invention and desire to secure by Letters Patent is the position of the Slot F and sliding part of the Spring Shank within the boot or shoe heel for the purpose of being protected from injury, in the manner and for the purpose described."

M. L. EASTMAN, Assignee of R. EASTMAN, *Concord, N. H.*, for improvement in Balances for weighing. Patented March 13, 1849.

"What I