AMERICAN REPUBLICAN, AND BALTIMORE DAILY CLIPPER.

E PLURIBUS UNUM

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☞THE AMERICAN REPUBLICAN & BALTIMORE CLIPPER is furnished to subscribers, by careful carriers, at only *six and a quarter cents* per week—payable to the Carriers only, at the end of each week.

The Clipper will also be sent, by mail, to distant subscribers, at the rate of *Four Dollars* per year—payable, always, in advance.

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1 square, 1 time,	$0.50	1 square, 1 month,	$4.00
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☞THE WEEKLY CLIPPER, a large Family Newspaper, containing all the select matter of the daily, is published every Saturday morning, at the low price of $1.00 per annum.

☞All papers sent by mail, are *discontinued* the day on which the advance payment expires.

GOVERNOR PRATT'S INAUGURAL ADDRESS.

Senators and Gentlemen of the House of Delegates:

It will be expected by you that I should, in accordance with the example of my predecessors, address you upon some of the topics of paramount importance, which will demand your deliberation and action during the present session of the Legislature.

During the canvass which resulted in my election, I visited most of the counties of the State, and thereby possess the advantage of knowing the views and wishes of our common constituency, upon the subjects to which I shall invite your attention.

The subject which, above all others, will demand your early deliberation and your energetic and manly action, is the provision which it will be your duty to make for the immediate payment of the interest upon the public debt of the State. No people on earth *could* feel more deeply than the people of Maryland, the degrading position now occupied by the State in reference to this subject, and no people in the civilized world could be more unanimously determined to wipe off this, the only stain which has ever rested upon the honor and integrity of their government. I profess to speak the almost universal sentiment of the people of Maryland *of all classes* and of *all parties*, in asking of you prompt and efficient legislation to relieve the State from her present humiliating position.

The principal of the public debt bearing interest, amounts to the sum of about $12,000,000. Upon this debt the amount of interest due on the first of December last, the end of the fiscal year, was about $1,400,000, and the annual interest upon the debt is $625,341.

The plain duty then devolves on you to make such provision for the payment of the interest *now due*, and for the future payment of interest *as it becomes due*, as will relieve the public mind of all apprehension of another failure on the part of the State to meet its liabilities.

The existing tax laws, properly executed, will yield a larger revenue than has hitherto been derived from that source, but will be still inadequate to meet the ordinary expenses of the government, and to pay the interest of the public debt by about the sum of $150,000 per annum, and further legislation is therefore necessary to raise this sum.

Direct taxation is more objectionable to the people, because thought by them to be more unequal than any other species of taxation by which the public revenue can be raised. I would therefore suggest to your consideration some subjects of taxation not embraced in the existing laws, which it may be, would raise the required amount, and which would probably be less onerous to the people, than an additional direct tax for that purpose.

I would then recommend that every Executor or Administrator to whom letters testamentary or of administration shall hereafter be granted, shall, out of the commissions to be allowed him by the Orphan's Court, pay to the Register by whom they are granted, to be by him paid into the Treasury, one per cent. upon the amount of the personal estate of his testator or intestate.

Under the existing laws the maximum of compensation allowed to an executor or administrator is ten, and minimum five per cent,—the effect, therefore of the proposed legislation will be to give the State one per cent., and to reduce the maximum of allowance to the executor or administrator to nine, and the minimum to four per cent. This provision would yield a revenue not less than $25,000—it would, in my judgment, be without a well founded objection, and would be universally acceptable to the people of the State.

The next subject of taxation not embraced by the existing laws, to which I would invite your attention, is a tax upon *collateral inheritances*. I would recommend that whenever any person shall hereafter die, seized or possessed of real or personal property, without leaving lineal descendants to inherit the same, or leaving lineal descendants, that the person entitled to the same either as heir at law or as devisee or as legatee, shall pay to the Register of the county in which such real estate shall be situate, or of the county in which the personal estate shall be, *five* per cent. upon the assessed value of such real and personal estate, to be by the Register paid into the Treasury. Should this suggestion meet with your approval, it will yield a revenue of not less than $25,000, and will, in my judgment, be entirely acceptable to the people.

I would next recommend that every donee or grantee of real estate should at the time he deposites for record, the deed or instrument for writing which conveys to him the title to such estate, pay to the clerk in whose office such instrument is under the existing laws to be recorded, to be by him paid into the Treasury, 1 per cent. upon the assessed value of the estate by such deed or other instrument conveyed. I have no data upon which I can form an *accurate* estimate of the amount of revenue which this provision would place in the Treasury; but from full reflection upon the subject and the information which I have been able to collect, I am persuaded that an estimate of $100,000 as the annual revenue which would be derived by the State from this source would approximate correctness.

Although I have fully reflected upon the provision which I am about to recommend for your adoption, and have convinced myself that it would occasion little or no inconvenience, and would at the same time yield a *very large revenue* to the State, I yet feel some reluctance in suggesting it to your consideration, as it *may be thought by some* that it would prove a shackle upon the trade of the commercial community. I would then with entire reliance upon your judgment and confidence in whatever conclusion you may arrive at, propose that no bond, note, inland bill of exchange, or other obligation for the payment of money hereafter to be taken, should be good or pleadable, or given in evidence in any court of law or equity in this State, unless the same should at the time they are signed be stamped in the manner provided for by the Legislature, and I would provide that the State should receive for the stamp required on a note or other obligation for the payment of sums of $100 or under, the sum of twenty five cents; sums of more than $100 and less than $500, one dollar; and sums of more than $500 and less than $1000, two dollars; and of sums of more than $1000 and less than $5000, three dollars; and of sums of more than $5000, five dollars. Practically the effect of this legislation would be to impose upon the borrower of money only an additional interest equal to the stamp duty, whilst in most cases where the obligation is given for a preceding indebtedness, the creditors would pay the tax. If the details of the proposed law are so framed as to avoid inconvenience by rendering the stamps readily accessible to the citizens of any part of the State, it would in my judgment obviate the only objection which could be reasonably urged against it.

Your own reflection will convince you that whilst this law could in no case occasion individual oppression, it would operate to relieve at least from additional taxation that portion of the community (*the landed interest*) who have hitherto borne the greatest share of the public burthen.

Aided by the operations of a similar law passed by Congress during our late war with Great Britain, I would estimate that a tax such as I have recommended, operating upon all monied securities, would yield a probable annual revenue of $150,000.

The income tax law imposed by the act of 1841, ch. 325, in its application to professional men and all others who have not a fixed income or salary, is difficult of enforcement and inquisitorial in principle, and is consequently more objectionable than any other mode of taxation by which the same amount of revenue could be raised. I would therefore recommend that this law should be restricted in its operation to persons whose income is fixed and certain, and that all practising attorneys and physicians and the several clerks of the County Courts and Registers of Wills, should be required to pay annually to the clerk of the county or city in which they reside some reasonable amount, to be by the clerks paid into the treasury. No portion of the community feel a deeper solicitude for the maintenance of the State's credit than the persons here indicated—and no class of the community will more cheerfully contribute to the public necessity. The amount received in the treasury during the present year from the income tax was about $13,000, and I have no hesitation in saying that the proposed alteration of that law will insure the punctual and cheerful payment of double that amount into the treasury. I would next recommend that all holders of the funded debt of the State (whether certificates of stock or bonds of the State) on which the State pays interest, shall, *without exception*, be liable to assessment of one fourth of one per cent., in the same manner as all other property of the State. By the existing laws this tax does not extend to the stocks of the State, the interest on which is payable *out of the State*. No difference can be perceived to exist between the debt of the State, the interest on which is payable at the loan office, and *that*, the interest on which is payable in London: and the income tax law of Great Britain clearly recognizes the right of taxing her debt, (which is, however, entirely domestic,) whether in the hands of citizens or foreigners. This recommendation, if it should meet with your approbation, together with the tax on the stock of the city of Baltimore not hitherto collected, and to which your attention is especially invited by the Treasurer in his report, will place in the treasury about $30,000 annually.

There is one question connected with this subject which imperatively demands your immediate and efficient action. I refer to the non-payment by some of the counties of the tax levied by the act of 1840. Justice requires that citizens residing in every portion of the State, should bear an equal share of the public burthens, and the citizens of the counties who have hitherto paid the State tax, demand at your hands such legislation as will *insure* the payment of the tax in every part of the State. The difficulties which are supposed to surround this question are imaginary, for I speak with entire confidence in saying, that a large majority of the people in those counties in which the taxes have not been paid, are equally desirous with the residue of the State to pay their quota of the public indebtedness, and that the apparent delinquency of those counties is to be attributed to the fact, that hitherto the State has had no collector in those counties to whom the tax could be paid.

In view then of the fact that in some of the counties no collector has qualified to whom the tax could be paid, and in view of the oppression which might be consequent upon the coercive payment of the entire taxes now due, the people of the so called delinquent counties are entitled to the indulgent consideration of the legislature.

If a bill were framed authorising the appointment by the Executive or the Treasurer of a collector for each of those counties (without regard to residence) and empowering such collector to receive for the taxes of 1841, '2, and '3, the notes of the tax payers, bearing interest and payable at such time as the legislature might designate, I have every confidence that an efficient collector could be obtained, and that the law would be cheerfully complied with. By providing in the law that copies of the notes so taken should be recorded in the clerk's office and be a lien upon the real and personal estate of the drawer, with authority in every case where the note is not paid at maturity, to the clerk, to issue execution upon the note as if a judgment had been regularly entered upon it, I have entire confidence in that all the notes would be paid at maturity.

For those who would refuse to comply with the provisions of such a law, by either paying in money or by notes as required, no public sympathy would be felt, and the law should provide for the *immediate and coercive* payment from all such. The notes which would be received under the provisions of this law could be made available to meet the exigencies of the State. To ensure the early resumption and future *regular payment* of the interest on the public debt, I apprehend that it will be expedient for you to fund the arrears of interest now due from the State, and in that event the interest to accrue on the notes so taken would be sufficient to meet the interest on the funded debt *to the extent* of the taxes due from the delinquent counties, and *secured by such notes*. If you will further provide that the debt so funded should be *payable at the pleasure* of the State, it could be paid as the notes taken for the taxes are collected, and no public or private inconvenience would result from the proposed indulgence.

The people of Maryland are well aware that taxation is the only present resource for the payment of the liabilities of the State; but whilst they desire and expect at your hands the imposition of such taxes as will be adequate to the maintainance of the public credit, they will expect of you such judicious legislation as will gradually lessen the amount of taxes to be paid, and finally render taxation altogether unnecessary.

The public debt has been incurred in the prosecution of gigantic works of internal improvement designed to develope the resources of the State.

By the sinking fund already established, the punctual payment of the interest insures the ultimate liquidation of the principal of the debt.

Of the public debt bearing interest, $7,194,666, has been expended in the partial construction of the Chesapeake and Ohio Canal, and the annual interest upon this sum is about $400,000.

The canal has for some years been completed to its present terminus at Dam No. 6, and no revenue has hitherto been derived from it.

A sufficient time has in my judgment transpired to enable us to say, that this investment will, *without further legislation*, remain a continued burthen upon the State, until it is paid off by the operation of the sinking fund, established by the existing laws. The great question then for your consideration, and decision will be, whether any, and if any, what legislation can be adopted by you to make the Chesapeake and Ohio Canal yield a revenue equal to the interest on the State's investment.

If you should concur with me in opinion, that the true interest of the State would require the completion of the canal to a more western terminus than Dam No 6, it is manifestly expedient that you should without further delay adopt such measures as will ensure the immediate accomplishment of that object. If, on the other hand, you should deem it more expedient, to stop the work for the present, at its present terminus, it is clearly important that you should embrace the earliest opportunity of making such an arrangement with the Baltimore and Ohio Rail Road Company, as will secure to the Canal the transportation from Dam No. 6 of so much coal or other freight as will be adequate to pay the interest on the State's advances to the Canal Company.

In making this suggestion of the probable expediency of an arrangement with the Rail Road Company, I am prompted by the difficulties which might at this time be encountered in raising the requisite sums to complete the Canal. If it be possible for you, by the credit of the Canal Company, to raise the amount necessary to finish the Canal, I would not hesitate to advise its completion without further delay; but if you should find it impossible to raise the required amount at this time, and you should think that the true interest of the State would be promoted by such an arrangement with the Rail Road Company, it should continue only until the restored credit of the State will make it practicable to complete the Canal.

It is understood that large sums received by the Baltimore and Susquehanna Railroad Company, and the Susquehanna and Tide Water Canal Company, which rightfully belonged to the State, have been applied by those companies to meet other than their engagements with the State. These difficulties can only be corrected by a more efficient organization of the supervisory power on the part of the State over those corporations.

The present State's agents are deservedly esteemed for their general worth and intelligence, but as they receive no remuneration for the time devoted to the public service, they are expected to exercise a general superintendence only, which is wholly inadequate to the protection of the vast interests which are in their charge. The State could not fail, in my judgment, to derive important advantages by the appointment of a board of public works, to consist of not more than three persons, who should receive liberal compensation for their services out of the monies to be derived from those works, and who should be clothed with full power to supervise and protect the interest of the State therein.

The establishment of such a board would induce the practice of greater economy in the expenditures of those companies, and would for the future secure to the State the application of the revenues of those companies, in accordance with the provisions of the law.

The Legislature might also rely upon a board thus constructed, for full and accurate information in reference to the condition of those corporations, to guide their future action.

In view of the magnitude of the investments which the State has made in her works of internal improvement, and which are now practically unprotected, any expense which might be consequent upon the establishment of such a board is utterly unworthy of consideration.

In a representative government the purity of the elective franchise is of vital importance. Where the permanency of the government depends upon the will of the people, it is all important that they should be thoroughly satisfied that the ballot box has fairly expressed their wishes, and that those who are to rule over them are in truth the choice of a majority of the citizens of the State. In view of the excited feeling which pervades the public mind upon this subject, I cannot too strongly urge upon your attention the consideration of this important question. I would recommend such alterations in the existing laws as will satisfy the public mind that for the future no fraud can be committed upon the elective franchise. I would suggest for your consideration the propriety of passing a general registry law, applicable to the whole State, confining the right to vote to those who should furnish the evidence of their citizenship, and record their names in accordance with the provisions of that law.

Two arguments have been heretofore successfully urged against the application of such a law to the several counties of the State; first, that it would be inconvenient for the voters residing in the country to comply with its provisions; and secondly, that such a law is unnecessary, as applicable to the counties, because of the small number of votes taken at any one poll, and the consequent facility with which an attempt to vote illegally would be discovered. On the other hand our fellow citizens of Baltimore, whilst they admit the ease with which the guards thrown around the elective franchise may be evaded within the limits of the city, yet with much force deny the right of the legislature to apply the provisions of such a law exclusively to them. This argument, gentlemen, may be urged with additional and almost irresistible force when your Senators representing the several counties of the State, and you gentlemen of the House of Delegates, the representatives of the People of those counties, will admit that in the recent election, every poll book in every county of the State, if investigated, would disclose some illegal votes. I cannot think that any inconvenience consequent upon the compliance with the provisions of such a law should outweigh the benefits which would result from its enactment. I know that the people in every part of the Stat will cheerfully conform to the provisions of any law you may enact, which will ensure them the knowledge that they are governed by their own Representatives. If in your judgment a Registry Law would be inadequate to protect the elective franchise, I would advise that any person who shall hereafter vote fraudulently shall be liable for such offence to confinement in the penitentiary for such time as the Legislature shall designate.

A STEAMBOAT DESTROYED BY FIRE—*Loss of three Lives and escape of many others.* The steamboat Capitol, bound from Pittsburg to St. Louis, was totally destroyed by fire on the night of the 28th ult., while lying at St. May's Landing, about 70 miles below St. Louis. The St. Louis Republican of the 30th ult., furnishes the following particulars:

It originated about midway of the boilers, probably from some defect in the furnaces, and spread with incredible rapidity. The alarm was instantly given, and the passengers, most of whom were asleep, with the exception of three, succeeded in making their escape. The flames spread upwards and through the cabin, so swiftly that several of those in the cabin effected their escape by letting themselves down on the after guards. The wind was blowing a strong breeze from the bow to the stern, which drove the flames aft.

A Mr. Dalrymple, his wife, a son (Master Joseph D.) and daughter, a young lady, were passengers on board. The father and son occupied a state room in the gentlemen's cabin—the mother and daughter a room in the ladies' cabin. From the best accounts we can gather, it is most probable Mr. Dalrymple and his son perished in their state-room.—They had been awakened by the Captain, and this is the last that is certainly known of them. Mrs. D. and her daughter reached the cabin, when the mother fainted and fell; the flames rushing in, the daughter had barely time to save her life, by letting herself down on the after guard. Thus, the father, mother and son, it is believed, perished in the flames. Mr. D. was from Lynn, Mass., and was moving to a farm in the vicinity of Carlinville, Ill. He had on board a large amount of valuable property, all of which was lost.

A Mr. M'Lane and his lady had barely time to escape in the clothes in which they were sleeping. Mr. M'L. had upwards of $5,500 in gold in his trunk, which was lost.

There were but few persons in the cabin: if it had been otherwise, a number must have been lost, as there was not time to have awakened them. There were a number of families on deck, all of whom were saved, although most of them lost their baggage and clothing. Fortunately, the Clerk and Mate of the Lancet had the forethought to launch an old flat boat at the stern of the Capitol, by which, and the yawl, the greater number were saved. The Captain and his lady, and all the crew succeeded in getting ashore, but books, money and papers of the boat were all lost. She had on board a full cargo, chiefly iron, much of which will probably be recovered.

The Capitol floated down a short distance, where she burned nearly to the water's edge. The cable having burnt off, she then went adrift, and was carried down in the bend, where it is supposed she would sink. She was nearly new, commanded by Capt. Birmingham, and was not insured.

The Lancet brought up the passengers and crew to this city yesterday morning. Great praise is bestowed by the sufferers upon Capt. Hicks and his officers for the humane and generous treatment they received. A few of the cabin passengers and most of the deck passengers will remain until this morning on board the Lancet. Collections were yesterday taken up in the churches for the relief of the sufferers, which will be placed in the hands of the Mayor for distribution.

The following is a list of persons on board the Capitol, so far as we have been able to obtain their names:

Cabin—Mr. Mattox, Mr. M'Lane and lady, Miss Dalrymple, Miss Dickey.

Deck—John Quigley, wife and 4 children, John Bennet, wife and 6 children, Chas. Gilder and Eliza Gilder, Jacob Libber, wife and 1 child, two elderly men and their wives—names not ascertained.

Another Disaster. We learn from the Saint Louis Republican that the fine steamer Reindeer, Capt. Paxton, from Cincinnati for Saint Louis, with a full cargo, struck a snag, about one mile below Liberty, and sunk to her cabin floor. The Caspian was alongside, taking on board her passengers, and such of her furniture and freight as could be saved. No lives lost. The Reindeer was owned by Col. E. C. King, Capt. Paxton, Maj. Fitch, and Mr. Riggle.—She was insured in part by a Lexington office.

AN OFFER TO FIGHT THE ANTI-RENTERS. The De Witt Clinton Fire Engine, Co. No. 2 of Albany, have offered their services to suppress the Anti-Renters. The Governor says he is highly gratified at their patriotic spirit, and will give them a *chance* at the Anti-Reaters the first opportunity that offers.

CANADA. The township of Sutton, in the county of Missisquisi, has been proclaimed a port of entry from the United States. A letter from Mr. Roebuck has been received at Quebec, announcing the arrival in England of 38 of the exiles from New South Wales.

FATAL ACCIDENTS. Mr. Sylvanus Shepard, of Canterbury, Conn., was instantly killed on Sunday, by falling from his barn loft. His father was killed in the same way, and in the same spot, a few years since. Mr. Orra Mace was killed at Livingston, N. Y., on the 26th ult. by being thrown from a wagon. A son of Mr. Hollis Metcalf was killed in a shingle mill, a few days since, at South Wilbraham, Mass. A son of Mr. Esther Owens was drowned while skating at Albany on Wednesday last.

SPECULATION. A young man in an adjoining town (says the Chicago Democrat) was mighty smitten with the beauty of a lady whose father had a suit at law which must for ever make or break him, and "popped the question." She answered in the affirmative, and was expressing a desire for immediate marriage, when he thus interrupted her, "I can have the refusal of you for six months, can't I?"

AN AFFRAY AT ST. LOUIS. At a German ball a few nights since, at St. Louis, a general fight originated, in which several persons were injured. One person was stabbed, another shot at, the ball cutting his clothes and grazing his skin: several were knocked down, windows and doors broken in, &c. A man by the name of Dunn, was arrested, charged with having fired the pistol, Filinbich, a German, was arrested for stabbing.

MURDER ON BOARD AN AMERICAN WHALE SHIP. A mutinous seaman, named George Corsh, released himself from confinement on board the Whale ship Ontario, at Tecamas, West Coast, in November last, and shot the Mate, Mr. Brooks. He was arrested, taken to Tecamas, and delivered on board the United States schooner Shark, to be sent home for trial.

A HYDRAULIC CANAL. Some enterprising citizens of Dayton, Ohio, are now constructing a hydraulic canal of four miles long, from Mad river to the town, which will furnish a large and very valuable water power for manufacturing purposes. Among the enterprises to which it will give birth is a cotton factory, which is to cost about $80,000.

THE WEATHER. The average temperature of last year was 52 deg. viz. at sunrise 46 1-2, at 2 o'clock 58, and 10 P. M. 51. The warmestday was on the 14th of July, when the mercury reached 92 1-2. The coldest was the 23d of January, when the thermometer fell to 6 deg. above zero.

ARRIVALS AT BOSTON. During the past year there were 889 arrivals at Boston from Philadelphia, 648 from New York, and 200 from Baltimore.

CANDIDATE FOR RE-ELECTION. The Hon. Garrett Davis, at present a member of Congress from Kentucky, and an able one too, is announced in the Commonwealth as a candidate for re-election.

SEVERE. Mr. Adams says of John Tyler, that "slavery is the corner-stone of his politics, and duplicity of his morals."

STABBED. Joseph Boyet was stabbed at N. Orleans, on the 26th ult., in a tavern, by one Julian Francois. The wound is believed to be mortal.

COUNTERFEITS. Altered notes, purporting to be of the denomination of $10, on the Western Bank of Baltimore, are in circulation in Philadelphia.

SAILED. The U. S. steamer Princeton got under way from Philadelphia, on Monday evening, and proceeded down the river.

THE DELAWARE. The river Delaware is now clear of ice, and the navigation entirely open and free.

NAVAL. The U. S. steamer Poinsett, at Pensacola, has been condemned, and will be sold at auction.

FIRE AT BROWNVILLE, N. Y. The White Lead Manufactory of T. L. Knapp, Esq., was burned on the morning of the 25th ult. Loss estimated at rising $12,000. No insurance.

ICE SHIP. The cutters have commenced their labors on Fresh Pond, (Mass.,) and the *crop* will soon be *harvested*.

DOWN EAST. The shipping of Portland, Me., for the year 1844, is set down at 10,000 tons.

NEW HAVEN. The number of interments in New Haven the past year was 246, being less than the average of the last ten years, notwithstanding the growing population of the place.

PROFITABLE. The congregation of the Rev. Mr. Stockton, in Philadelphia, realized $500 by a fair held during the Christmas holydays.

THE OLD CITIZENS' BANK,
MARKET STREET,
BETWEEN CHARLES AND ST. PAUL-STS.
No. 161, NOW No. 196.

THE Subscriber would inform his friends and customers, that he has completed his FALL and WINTER Stock of CLOTHS, CASSIMERES and VESTINGS, selected with special care and judgment, from the best markets, comprising all the necessary variety of Goods in his line. He feels a confidence in recommending his present stock to his patrons, from the advantageous circumstances under which they have been selected.

☞Having in my employ the best workmen, my customers may feel confident in having their orders executed in the best style, and at the shortest notice.

d3 WILLIAM ROGERS.

NEGROES FOR SALE. A number of very valuable Servants, Cooks, Farm hands and waiters. Persons wishing to purchase or sell, would do well to call quickly at

L. F. SCOTTI'S Intelligence Office,
d12 No. 10 Exchange Place.

BALTIMORE LOCK HOSPITAL,
NORTH FREDERICK STREET,

ON the right hand side going from Baltimore-st., two doors from the corner—where may be obtained most speedy remedy for Gonorrhœa, Gleets, Strictures, Seminal Weakness, pain in the Loins, affections of the Kidneys, and every Symptom of a secret Disease.

A CURE WARRANTED, OR NO CHARGE MADE, IN FROM ONE TO TWO DAYS.

ATTENDANCE from 7 in the MORNING TILL 10 at NIGHT.

DR. JOHNSTON,

A member of the Royal College of Surgeons, Licentiate of the Apothecary's Hall, London, and Graduate from one of the first colleges in the United States, may be consulted in all diseases incident to the human frame, but more especially in all cases of a

CERTAIN DISEASE.

When the misguided and imprudent votary of pleasure finds he has imbibed the seeds of this painful disease, it too often happens that an ill-timed sense of shame, or dread of discovery, deters him from applying to those who, from education and respectability, can alone befriend him, delaying till the constitutional symptoms of this horrid disease make their appearance, such as ulcerated sore throat, diseased nose, nocturnal pains in the head and limbs, dimness of sight, deafness, nodes on the shin bones and arms, blotches on the head, face and extremities, progressing on with frightful rapidity, till at last the palate of the mouth or the bones of the nose fall in and the victim of this awful disease becomes a horrid object of commiseration, till death puts a period to his dreadful sufferings, by sending him to "that bourne whence no traveller returns." To such, therefore, Dr. JOHNSTON pledges himself to preserve the most inviolable secrecy; and, from his extensive practice in the first hospitals of Europe and America he can confidently recommend a safe and speedy cure to the unfortunate victim of this horrid disease.

TAKE NOTICE. Those persons who have injured their constitutions by a certain practice, speedily cured.

SURGICAL OPERATIONS on the Eye, such as for Squinting, Cataract, &c. Also those for Deformity of the Limb, such as Club Foot, &c., performed on the Poor *free of charge.*

SKIN DISEASES SPEEDILY CURED.

Take notice, on the right hand side of N. Frederick street, going from Baltimore street, 2 doors from the corner. Observe the name.

☞Advice to the Poor GRATIS. o28

FALL AND WINTER ARRANGEMENT
OF THE GREAT CENTRAL U.S. MAIL ROUTE.
☞*TO THE SOUTH.*☜

Leaving the lower end of Spear's wharf, Baltimore, DAILY, (except Sunday,) at 4 o'clock, P. M. in the Baltimore Steam Packet Company's superb, comfortable and safe Steamboats.

GEORGIA, Capt. COFFEY,
HERALD, Capt. RUSSELL—and
JEWESS, Capt. SUTTON.

FOR NORFOLK, PORTSMOUTH, RICHMOND and PETERSBURG, Va., and via the PORTSMOUTH and ROANOKE RAILROAD to WELDON and WILMINGTON, N. C., and CHARLESTON, S. C. Also connecting with the Lynchburg line from Richmond to the West. Always ahead of the upper Route, leaving Baltimore at the same time, with but one change of baggage and no loss of sleep. SCHEDULE:

Fare reduced much cheaper than any other fast line—and the only line that can give tickets through to Charleston, S. C.

Passage to and from	Norfolk and Portsmouth, Va.,	$6	meals included on board bay & James' River BOATS.
do do	Richmond and City Point, Va.,	6	
do do	Weldon, N. C.,	9	
do do	Charleston, S. C.	21	

"TWO DOLLARS" cheaper in passage to Charleston than the upper Route, with all the superior comforts and saving of fare in addition.

☞Give your checks to our Soliciting Agent, who meets the cars, or to our Porter in the ticket office yard, ("Norfolk Line" labelled on his hat,) who will attend to your baggage and see you to the boat.

For particulars in Philadelphia, enquire of A. Davis, Agent, Washington House.

T. SHEPPARD, Agent.

Baltimore, November 23, 1844.

PHILAD., WILMINGTON, AND BALTIMORE RAIL ROAD—MORNING LINE.

The Train, carrying the United States Mail, leaves Pratt-st. Depot daily (except Sundays) at 9 o'clock, A. M. Passengers arrive in Philadelphia at about 3 o'clock, and in full time for the evening lines for New York.

EVENING MAIL LINE TO PHILADELPHIA, PER RAIL ROAD.

The Evening Mail Train for Philadelphia, leaves the Pratt street Depot, daily, at 8 o'clk, P. M., through in seven hours.

The return Trains leave Philadelphia respectively at 8 A. M. and 4 o'clock, P. M. and reach Baltimore at 2½ and 11 o'clock, P. M.

☞Freight to or from Philadelphia, taken daily (except Sundays) from President street Depot, at 50 cts. per 100 lbs. [d14-tlstJ] A. CRAWFORD, Agent.

FOR THE WINTER.

The Baltimore Steam Packet Company from and after MONDAY NEXT, 16th inst., will make but three trips a week between Baltimore and Norfolk until further notice. Leaving lower end of Spear's wharf every MONDAY, WEDNESDAY and FRIDAY, at 4 o'clock, P. M., connecting with the Weldon cars going South and Richmond boats next morning at 6 o'clock.

Returning will leave Norfolk and Portsmouth every TUESDAY, THURSDAY and SATURDAY, immediately after the arrival of the Southern cars, arriving in Baltimore to connect with the Philadelphia cars next morning.

This Company being under contract with the Ice Breakers to keep a track open, calculate to run regular for the Winter as above.

d14 T. SHEPPARD, Agent.

GREAT REDUCTION OF FARE,
AND INCREASED ACCOMMODATION

In consequence of the liberal support with which the BALTIMORE AND WASHINGTON STAGE LINE has met, the Proprietors have determined to increase their stock, and will, until further notice, run THREE comfortable and expeditious nine Passenger Coaches daily, in each direction, between Washington and Baltimore.

They have also made arrangements with the Steamboat and Rail Road Companies, South of Washington, by which the fare will be reduced to the following extremely low rates, viz:

For through tickets from	Baltimore to	Richmond,	$5.00
do do	do	Petersburg,	5.50
do do	do	Weldon,	7.50
do do	do	Charleston,	18.50
Fare between Baltimore and Washington,			1.50

As the Coaches will leave Baltimore immediately on the arrival of the Cars from Philadelphia, and leave Washington immediately on the arrival of the Steamboat from the South, and perform the trip in *five hours*, passengers will reach Baltimore or Washington nearly or quite as early by this conveyance as by the Railroad Line, and will be set down, free of extra charges, at all the principal Hotels, or any other reasonable distance in the city.

Passengers by this Line are delivered on board the Steamboat at Washington, free of any extra charge, and reach Richmond or any point south of it, at the same time, and at *two dollars and fifty cents less fare*, than by the Rail Road line.

The public may rely on skillful and accommodating drivers, and every attention to their comfort. For seats, or further information, apply at the Stage Office, opposite the Baltimore and Ohio Rail Road Depot, Pratt st., next door to the Green House, and two doors west of Whitman's Hotel.

au29-tf JACOB PETERS & CO.

ALL BLAZE. Batchelors' Dispatches; Chafing Dishes, with and without folding feet, Cheese Steamers; All blaze Pans; Coffee and Tea Kettles; Coffee and Tea Urns; Oyster Urns; Coffee Machines; Coffee Filterers, &c. &c. The above are made of the best BLOCK TIN, and have Spirit Lamps attached to them. They can be had at No. 18 Baltimore street, opposite the Centre Market.

JAMES CORTLAN & SON,

☞Manufacturers and Importers of Tin Ware, family Hardware and House-keeping articles generally. d18

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