

PILOT & TRANSCRIPT.

DUFF GREEN—EDITOR.

FOR PRESIDENT, WM. HENRY HARRISON OF OHIO.

FOR VICE PRESIDENT, JOHN TYLER OF VIRGINIA.

BALTIMORE,

MONDAY MORNING, AUG. 31.

WHIG ELECTORAL TICKET FOR MARYLAND.

DAVID HOFFMAN, for the Western Shore. JOHN L. KERR, for the Eastern Shore. THOMAS A. SPENCE, of Worcester county. THEODORE R. LOCKERMAN, of Talbot Co. GEORGE HOWARD, of Anne Arundel county. JOHN P. KENNEDY, of Baltimore city. RICHARD J. BOWIE, of Montgomery county. JACOB A. PRESTON, of Harford county. JAMES M. COALE, of Frederick county. WM. T. WOOTEN, of Prince George's county.

UNIVERSITY OF MARYLAND

The Lectures of this university commence this day, at 5 p. m. By reference to the advertisement it will be seen that the several professors, lectures as follows:

Monday, Prof. POTTER. Tuesday, Prof. HALL. Wednesday, Prof. S. G. BAKER. Thursday, Prof. ALKIN. Friday, Prof. W. N. BAKER. Saturday, Prof. SMITH.

UNIVERSITY OF MARYLAND

The Lectures for the term commencing to-day, we have made some enquiry, and find that the Professor of Anatomy and Surgery will be in attendance at the Museum of the Institution daily, from two until four, P. M. for the purpose of exhibiting to students or others, who may desire to examine the valuable and extensive preparation and specimens, illustrating the human system, and the effects of many of the diseases to which it is subject.

TO THE PEOPLE OF BALTIMORE.

The undersigned respectfully submits a few remarks by way of explanation. The PILOT was established under assurances that it would receive a political support from this city and State, that would fully indemnify the expense of publication. These assurances have not been realized. The resolutions recommending the paper to the support of the party, have, it is believed, relaxed the efforts of those who would, otherwise, have exerted themselves to increase the subscription. It was supposed that individual exertion would not be required where the party was pledged to give its united patronage.

In addition to this, the Pilot has encountered jealousies personal and political. It was feared that the old political associations and attachments of the editor would prevent him from taking that part in the present contest, which some supposed necessary, to secure present success and perpetuate the benefits expected from it. Some doubted the possibility of supporting a new political paper, while others had their fears that the success of the Pilot must prejudice older and preferred interests.

Aware that he had all these difficulties to overcome, the editor knew that he must rely on a public sentiment to be created; that to receive the support of business men, he must offer inducements, in the paper itself, creating a confidence that it will be devoted to those interests which may build it up. The editor has already given the strongest pledges, by having identified himself deeply in a common interest, upon the successful prosecution of which depends the prosperity of Baltimore, and the value of property in the State.

Before doing so, he took a careful survey of this continent, and is satisfied, whether it is considered in relation to its salubrity of climate, the character of its population, the present and future value of property, or its commercial and manufacturing advantages, there is no position offering greater or equal inducements to intelligent, vigorous enterprise, than Baltimore. Her natural advantages, however, are only to be preserved by meeting the gigantic efforts of other rival cities; and to do this, requires wisdom of action in this community, aided, as an indispensable auxiliary, by an enlightened and free press; one so conducted as to command the confidence and respect of both parties at home, and an extensive circulation, and a corresponding influence in the south and west. It was in reference to these great objects, more than to the mere question of who may be President, that the Pilot was established. It desires to be an auxiliary of the established presses, and intends to know no other rivalry, but in laboring to deserve the public support by promoting the public good.

The Editor is a native of Kentucky. He was for some years a Western merchant. As late as 1817, he paid as much as thirteen dollars per cent. for transporting merchandise from Philadelphia to Pittsburg. He bought his quinquina, his wines, brandies and sugars in BALTIMORE. Situated at the head of the most beautiful bay in the world; thrown into the interior, and approaching nearer to the great west, the Cumberland Road, the first in that great system of Internal Improvements, which labors to unite more closely the East and the West, gave to her a monopoly of the trade in these heavier articles; but the introduction of steamboats on the Ohio and Mississippi rivers, transferred it to New Orleans, and gave the first shock to the rapid growth of Baltimore.

The reader may form some idea of this revolution, from the fact that in 1817, the writer of this, with sixty thousand dollars worth of merchandise, on board of a keel-boat, was thirty days in making the trip from the mouth of the Ohio to St. Louis. He had an experienced patron, and from thirty to forty men on the Cordelle, who walked on the shore and drew the boat against the current. That same distance is now made in steamboats in less than two days. Before the introduction of steamboats, it required ninety days to make a trip from Louisville to New Orleans, and back to Louisville—it is now made in ten. The cost of transportation has been reduced in a like proportion.

In addition to the natural consequences of the transfer to New Orleans, Philadelphia, New York and Boston, or the trade in heavy articles to have opened new channels of communication

with the West. New York has long since completed her great canal, and her Erie Railroad is now in progress. Pennsylvania, by her canals and railroads, has united Philadelphia and Pittsburg. Ohio, Indiana and Illinois have devoted a large amount of capital, and have completed some, and other works are in the course of construction, intended to connect them with an Atlantic market. Fortunately for Baltimore, the enterprise and intelligence of her citizens, have been equal to the crisis in which she was placed. In addition to the trade in groceries and heavy articles, she has done a large business in dry goods, imported and domestic. Her natural advantages for trade and manufactures have concentrated a manufacturing population which creates an extensive market, and justifies of itself the efforts that have been made to preserve her relative position. It is true that New York and Philadelphia, backed by the resources of the great States of New York and Pennsylvania, have gone in advance of Baltimore—their public works are completed, and those cities are enjoying the fruits of the system. But Maryland is "treading in their footsteps"—she has completed her "tide water canal" to tide water—she has completed her railroad to the Susquehanna, thus uniting our city with the great valley of that noble river, and enabling us to participate in the benefits to flow from the public works of Pennsylvania. In addition to these, we have completed our railroad to Philadelphia and to Washington. Thus these works, parts of the great system, being completed and productive, leave us free to devote all our energies to the great works which are to renew all our advantages, and to put us as far in advance of Philadelphia and New York, aided as they will be by canals and railroads, as we were when we had our Cumberland road, and they were thrown upon the ordinary turnpike of 1817.

When the Baltimore and Ohio Railroad shall be completed to Wheeling and to Pittsburg, and the Chesapeake and Ohio Canal shall reach Cumberland, and be extended to Baltimore, then will we have laid the ground work of another Revolution, equal, if not more extraordinary in the commercial history of this country, than that accomplished by the introduction of steamboats on the Ohio and Mississippi.

Baltimore is that point on the Atlantic, nearest to the great West, and furthest South, at which strangers can safely make a permanent residence. It is also the point furthest South at which many of the finer articles of merchandise can be safely kept;—which gives her great advantages over other cities, inasmuch as her lines of communication will be permanent and uninterrupted. Her canal will be open earlier in the spring and later in the fall than those of Pennsylvania or New York, with the peculiar advantage of a Railroad on its bank or immediate vicinity, to which any articles of merchandise may be transferred in case of accident or frost.

There is another element of prosperity, which the present political canvass presents much prominence—Baltimore is the only great commercial Atlantic city in the slave holding States, and may expect a preference from the slave holding population of the South, all other things being equal. With these advantages, all that is required to make Baltimore the first city in the Union, is to exert her energies in the development and improvement of her resources. As we have said before, an ably conducted paper is indispensable to her prosperity—it is required as a channel of communication, and the means of concentrating our own energies; but it is more required as a means of developing and bringing into activity those great natural elements of wealth, individual and national, which have been dormant for so many ages, but which are destined to give employment, wealth and prosperity, to millions of inhabitants.

Look at New England; see what Lowell and other villages have done to multiply the wealth of our Eastern brethren! The whole line of our great canal will, in time, become a continued village of prosperous manufactures. We have coal, iron, breadstuffs, and a surplus population. The mines of Alleghany and Hampshire, and the fertile lands of Frederick and Washington counties, in Maryland and of the Shenandoah valley of Virginia, will create an annual trade—all looking to Baltimore as the great mart of Exchange, as Lowell now looks to Boston and New York. When these great lines of Internal Improvement shall have been completed, as completed they must be, we may expect the steamboats that are now employed in bringing merchandise up the river, to bring the cotton and sugar of the South to Wheeling and Pittsburg; we may then expect a very large part of the produce of Kentucky, Missouri, and the north-western States, which is now shipped to the Eastern and foreign markets by way of New Orleans, to come direct to Baltimore, and then this city will become as it once was, the great mart for the purchase of Tropical produce, and for the sale of pork, wheat, flour, bacon, beef, and the other agricultural products of the interior.

No one who has not traversed the great West, who has not seen the great extent of rich land, and estimated the surplus produce that she will send to market, can have any conception—or form the remotest idea of the consequences to flow from completing the improvements that are to pour her treasures into the lap of this, the queen of cities. The increasing population, and the important bearing of Federal Legislation on the prosperity of the whole country, render it more and more important to the whole people that there should be at least one press, free to speak the truth, and deserving their confidence. Such is the necessary dependence of the press in the District, and so large are the rewards of party service, that it is not in the nature of things that any press there will continue to be faithful to the public interests. The patronage of the party in power is worth, under any circumstances, from forty to eighty thousand dollars per annum; and it has been increasing and will continue to increase. The press there will be under the control, and give its support to the party that pays for its services. If the government will not surrender the power to corrupt the press, the people ought to build up one at least, that they may have a pledge, in its dependence on them, which will guarantee vigilance and fidelity to them.

The undersigned is aware that in proposing to establish such a paper—in tendering himself as its conductor, he renders himself obnoxious to the charge of egotism. But he meets that charge and points back to the past. Whatever may have been his faults, no one can charge him with sor-

didness and subserviency. It has been his great ambition to establish a free press—to identify himself with the interests and the history of his country as a public benefactor. He asks not wealth for himself or his children. He seeks to be useful, and solicits the co-operation of others that he may be so.

His plans are laid in reference to the wants and interests of those whom he relies for aid. He expects to receive a preference, only so far as he is entitled to it. He claims to have been the first publisher in the United States who digested a plan for the circulation of cheap books and periodical literature. His plan contemplates giving to American authors the benefit of the copy right for their own works. In fact to constitute them publishers without the labor or the risk of publishing.

The purpose of this address is to say that the success of the whole plan depends first upon the city of Baltimore. The price of the weekly and country has been reduced so low as to secure an extensive circulation—but it is so low that to publish it we must receive a large city subscription and a fair proportion of advertising patronage.

Aware of the difficulties in our way, we did not venture to propose our plan until we had first ascertained, to some extent, the willingness of the merchants, manufacturers, mechanics and business men of Baltimore to recommend the Pilot to public patronage; and with this view we prepared and submitted through a clerk in our office, the recommendation given below. The respectable names there given were obtained in a few hours, and this effort satisfied us that, with the revival of trade, we may expect a full share of advertisements and a large increase of subscribers.

It is intended to strike off several thousand extra copies of this number, which will, be distributed by our carriers, and agents will in a few days, wait upon the citizens for the purpose of obtaining additional names to the recommendation, and additional subscribers. It is intended to issue a very large edition of our next weekly paper, to be distributed, as a specimen, to most of the Post masters in the South and West, and in that number additional names of those who recommend it will be given.

Agents will visit most of the towns and villages in the South and West. Efforts will be made to place it in the hands of business men, especially of merchants and professional men, and in the public houses.

All advertisements, will have at least one insertion in the daily literary paper,—that will be neutral in its politics, and cannot fail to obtain an extensive local circulation. They will also be inserted in the country paper, and thus the Pilot will become the most valuable medium of advertising.

That our views in relation to the position and natural advantages of Baltimore may be more fully understood, we have caused to be engraved a map, showing the canals and rail roads connecting New York, Philadelphia and Baltimore with the West. Whatever difference of opinion there may have been, in relation to the first undertaking of these great works, peculiarly the works of Baltimore, there can be but one sentiment as to their early completion. To sustain public opinion in relation to them, and to make them available when completed, by giving a deserved prominence to the natural and other advantages of our city, and illustrating the benefits to the merchants and business men of the interior and of the great West, by concentrating their commerce at this point, will be a special duty of the Pilot.

To accomplish this, the Editor will devote his own energies and experience, and such other aid as the liberal patronage which he may receive, will warrant.

The recommendation of the Merchants, Mechanics, Manufacturers, and citizens of Baltimore is given below, that business men in the interior may see that the undertaking is sustained by a kind feeling here, and that all that is wanting to make it eminently successful, is that the offer be received by the merchants, farmers, and business men of the interior, in the same spirit.

With this view, we respectfully ask each of our subscribers to become an agent, and that some respectable merchant or other business man, in each town and village, shall undertake to obtain and forward to us the names of subscribers. To the ladies, mothers and sisters, we appeal with confidence. We pledge ourselves that the Pilot shall always be welcome: that it will always bring something to cheer the domestic hearth, and to aid them in making home more pleasant.

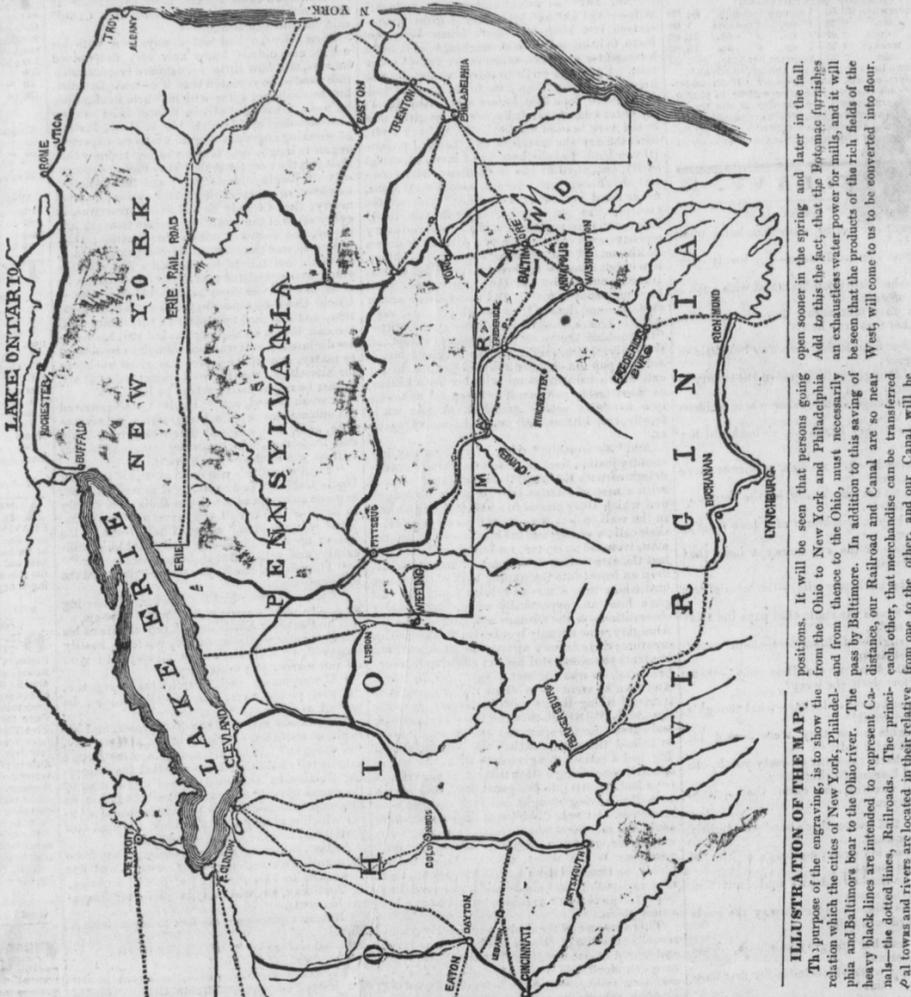
The undersigned Merchants, Mechanics, Manufacturers, and citizens of Baltimore, hereby recommend the Pilot, a political, commercial, and miscellaneous newspaper, published by Duff Green, to the patronage of the public.

- Baltimore, August 5th, 1840. Alex. Brown & Sons, Wm. Wilson & Son, Hopkins, Bro. & Co., Wells & Miller, Thonick Chase, Norris & Batty, Elliott & Bro., John B. Egerton, Jones & Abbott, John Shobell, Stewart, Smith & Ames, David Keener, Roney & Owings, John J. Mann, Edward G. Doory, Jones, Woodward & Co., George Earnest & W. C. Cowler, Benj. F. Barkman, Wm. Knox, A. Schumacher & Co., Chas. W. Karthans, Henry Bow, Wm. F. Smith, Hall & Co., Egotricks & Lurman, Thos. M. Lockell, Robt. D. Millholland, Mathew Kelly, John A. Kobb & Co., Wm. B. Norris, Geo. Smith, T. E. Hambleton and Dunham, P. A. S. Small, Talbot Jones & Co., John Cullimore, Wm. Stuart Appleton, J. K. Stapleton & Son, A. J. Bonidin, Lewis James, Armistead & Manning, Knight & Colburn, Geo. Wagner, McDowell & Gable, Joseph Bouy, G. H. Gaither & Co., Michael Gardner, Foot & Keyser, Wm. W. Kerbsam, L. M. Warner & Co., Aldridge, Higdon & Co., J. S. Lovegrove, James Russell, Wm. Chase, Henry L. Livermore, F. & B. Voss, & Co., E. Ryan, Hyde & Co., P. Cooney, Jacob Myers Sr., David Moore & Co., Lyman, Reed & Co., Allen Fills, Wm. Gardner, Chas. Sutton, Norris & Bro., Barker & Perkins, John Book, Chas. T. Morris, Plaskitt & Cogle, E. H. Merrill, W. Lashan, Bowly & Falconer, Albers & Co., Fant & Sutton, Thos. Deugherty, W. & S. Wyman, George & Yates, R. Norris & Co., Norris & Fairbairn, John M. Hall, Samuel J. Powell, Thos. Mullia, jr., Wm. Croshaw, Welds & Jenks, James Esnor, L. L. Hall, Chas. Sutton, Norris & Bro., Samuel S. Addison, Geo. A. Levering, Geo. & A. McNeal, A. R. Levering & Son, Thos. B. Roberts, Wm. Patterson, Jas. Hartman, Selman & Crook, Jas. O. Law, Emery & Stevens

- Brauns & Focke, Wm. Wallace, Hammond & Porter, Robt. H. Coleman, Oram & Moring, Denny & Randolph, Samuel Harden, William Barr, John Chase, jr., Robt. L. Martin, Bolton & Glanville, Richard Straus, Ware & Ludlow, Jas. W. Glanville & Son, Peter Leavy & Co., Robt. G. Ware, Samuel Kirk, John Ewin, Lewis Ansdoun, O. C. Tiffany & Co., Wm. Graham, Edward Ward, John Jillard, Tiffany, Fite & Co., Armstrong & Berry, Geo. Clinton Veazey, Jas. D. Ridgely, Chas. S. Collins, Jno. Boggs & Co., Jas. Jessop, Geo. Williams, Wm. Heekrotte, John Beane, T. W. Turner, Wilson & Herr, Wm. Hindman, Jos. Rasin, John H. Munroe, John Howard, Thos. Penning & Co., B. Deford & Co., David Stewart, jr., Ephraim Larabee, James Grieves, Jas. Kershaw, Jas. M. Slaughter, Jas. Claypole, Thos. Macelroy, Jonas McPherson, Warner & Fisher

- Mel Jamart, Geo. Pressman, Cole & Howard, James Bates, John N. Murphy, Thos. P. Conway, V. Dukehart & Co., D. A. Smith, R. Middleton & Son, J. A. Sangston & Co., Jos. Shaw & Son, A. Golme, Canfield & Brother, W. E. Coale, Boven, Sellers & Co., Robt. C. F. Yardley, Wm. Chesnut, Philip Litting, jr., H. Henderson, R. D. Burns, Wm. Callow, Robt. Carter & Son, Pendleton, Long and Reilly, W. B. Higgins

- Daniel Hope, Garland & Elwell, S. Claypoole, Thos. Hanson, C. G. Peters & Son, Keller & Corner, Geo. Fishack, Joseph Poole, R. J. Smith, E. B. Crowell, jr., B. A. Peters, John L. Stoner, L. S. Beck, Parkhurst & Nye, Geo. W. Krebs, T. W. & G. Holdkins, G. D. Thompson, Jesse T. Peters, Samuel Wood of Jas. John Crookshanks, T. Hanson Belt, John Crandall, Freeland, Hall & Giese, W. Crane & Co., Jos. Mosher, Geo. M. Gill, Buck & Porter, L. J. Watkins & Co., Jonathan Greary, Duval, Knigler & Co., Saml. Long, Henry Carr, M. Wheeler, Thos. F. Troxel, Philip Piper, S. C. Leakin (Mayor of Baltimore), Isaac Owens of Jay, J. G. Cockey, Wm. P. Dunnington, L. Frailey, Jno. Moore, Chas. Farquharson, John J. Lindsay, Ehornton & Eareckson, Edward Baker, J. V. Wagner, Jos. Owens, Richard. T. Sherwood, Thos. W. Jay, Oliver Parker, Jas. B. Lattimer, Christian Clemmer, Kernan & Stillinger, Kellum & Kiley, Alfred H. Pollitt, G. D. Clark, V. M. Buehse, A. P. L. Moore, Mitchell B. Fields, Jefferson Hough, Joseph Bona, Bernard Doyle, Luke League, Jno. E. S. Hough, Edward W. Brown, Jos. Hines, Buck & Herr, James Neill, Robt. Squart, jr., Clark & Kellogg



GOVERNOR TAZEWELL.

The partisans of Mr. Van Buren having boasted that Gov. Tazewell had come out for Mr. Van Buren, and that his opinions would have great influence on the election, a committee waited on him to request him to preside at their District Convention, held on the 20th of July. Mr. T. declined, but expressed his decided preference for Mr. Van Buren. This has led to some conversation; and some have taken the liberty to doubt whether Mr. Van Buren will be much benefited by Mr. Tazewell's preference.—This, it seems, induced a certain Dr. I. P. Young to write Mr. Tazewell a letter, to which Mr. Tazewell's is a reply. The feeling in which that reply is written may be supposed from the following extract: "You misunderstand the reasons which induced me to form this resolution, if you suppose it can be changed either by repeating to me the unmerited commendations of too partial friends, or the INFAMOUS and malignant FALSEHOODS of those who I despise too much to call them foes."

The Governor is evidently in a bad humor with somebody; and those who have approached great men have always found, often to their surprise and regret, that great men are but men.—Gov. Tazewell once exercised a deserved influence over the opinions of others—but for years past he has had little intercourse with the world, or with those about him. He has always held peculiar notions on the subject of money and currency, and may be classed with the hard money, money-making, money-loving men of the present day. It is not surprising, therefore, that he should get out of temper, when he finds that there are those in the community around him who deny the authority of his opinions, and assert their determination to oppose Mr. Van Buren, his support to the contrary notwithstanding.

The Governor tells us that he does not recollect that Mr. Van Buren has recommended a single unconstitutional act! Now, to say nothing of the militia bill, and of Mr. Van Buren's recommendation of its unconstitutional provisions, what will Governor Tazewell say of the proposition to place the State Institutions under the control of a federal bankrupt law? Is that not unconstitutional? The proposition was so denounced by Mr. Calhoun, and will be so denounced, we are sure, by Gov. Tazewell, unless he is under a hard money mania.

We are indeed surprised to hear a states man, so experienced as Gov. Tazewell, put his support of Mr. Van Buren on such grounds.—Does he not know that Mr. Van Buren's policy is to recommend nothing. He is always exclaiming, "it was not I," "it didn't do it." But the truth is that Gov. Tazewell has so long separated himself from the people, that he has lost his influence over them, as he will find in yielding to those who have provoked this letter as a means of controlling them. The people intend to elect old Tippecanoe, and it is useless for the Governor to get into an ill humor, or to use any hard names about it. He can't prevent it, and it is the part of wisdom to submit with dignity; for submit he must, willing or unwilling.

RHODE ISLAND.

We learn through the New York Star, that the Providence Journal gives the names of Representatives elected from all the counties in that State, excepting five—from which it appears that 49 Whigs have been elected, and 23 Administration men—which, with 13 majority in Senate, makes a majority of 37 on joint ballot.

In announcing the union of the New York Times and Evening Star, we would commend the new paper to the patronage of such of our southern readers as desire to read a New York paper. The editor of the Star has always been a zealous, consistent, and able advocate of southern rights and interests. The editor of the Times will not be an able auxiliary, and their united talents cannot fail to make their paper acceptable.

UNION OF PAPERS.

We subjoin the address of Mr. Eldredge of the Times, to his patrons and friends, by which it will be perceived that the Times and the Evening Star are united, and will be published hereafter as one paper. The Times was established by the Conservative party of this city and State, and has proved a valuable auxiliary to the Whig cause—not only numbering eminent men in its ranks, who had the moral courage to declare in favor of their country, but carrying out the reform with a perseverance and zeal which we have no hesitation in saying, has given the Empire State to the Whigs and secured its electoral vote for General Harrison. To such allies we extend the right hand of fellowship, and feel confident that the present union will be mutually welcomed by the readers and friends of both papers. In addition to the gradual improvement which will be made in the paper, its increased circulation will give it additional claims on the business men of the city. The advertising patronage of a daily paper is the foundation of its prosperity—the main spring of its success, and we trust that the manner in which the Times and the Star will hereafter be conducted will secure to it a fair share of public support.

THE FALL BUSINESS.

We are gratified to find from the packages on Market street that our merchants are making active preparations for the fall business, and would invite our numerous western readers to take a peep at our market before they go further east. While speaking on this subject, we invite those who desire to purchase Carpets to look into the new store of Messrs McDowell and Gable, fronting on Hanover street. It is a beautiful store, newly fitted up, filled with splendid goods and attended by polite merchants; and if any one wishes to compare prices or patterns they have only to look in next door, at Mr. Duval's assortment—who will do all in his power to please.

Colonial Postage.—We see by a notice in the Montreal Herald of Saturday, that a new rate of postage from one part of the North American Colonies to any part of the British Isles, will come into effect immediately. The payment is 1s. 4d. currency here, or of 1s. 2d. sterling, by the person addressed in Great Britain or Ireland, will carry a packet of half an ounce, 4,000 or 5,000 miles.

Deputy, in Paris, was supposed to be the richest man in France at his death. Sir Astley Cooper is thought to be the wealthiest in England. It is thought that the two richest physicians in the United States, reside in Boston.

THE NEXT ELECTIONS.—Vermont holds her election for Members of Congress and State Officers on the 1st of September, and will be followed by Maine on the 14th, when Members of Congress and State Officers will also be elected.

Of the former of these States, there can be no doubt but that she will array herself on the side of Reform; of the latter, though hitherto Van Buren by a considerable majority, we should not be surprised to see her join the Harrison standard in November,—though we conceive it would be premature to anticipate such result so soon as the 14th of the ensuing month. The wretched bungling of Mr. Van Buren in the management of the Anti-Boundary Question, together with the tame, ordinary feeling manifested by him, have alienated many of his old partisans, but we fear, not enough of them to beat down his former majority.

NASHVILLE CONVENTION.—

We have a letter from our junior, a delegate to Nashville from which we extract what follows, which is the latest news we have of the convention.—Cincinnati Republican. NASHVILLE, August 15, 1840. Dear Sir: We reached here in safety, after a fatiguing journey over heavy roads, made so late rains. From Louisville to Nashville every thing is political; there is great enthusiasm along the whole road in favor of Harrison. Even on "Salt River" we found many hard cider boys ready to transport the spoils to its head waters.

At a meeting of the Whigs of the 2d election District of Baltimore county, held at Randallstown, pursuant to public notice, Joseph Jamison was appointed secretary, and William Chapman was appointed secretary. The meeting proceeded to the organization of a Tippecanoe Club, the 2d election District, when the following officers were duly chosen: SAMUEL HARTLY, President. JOSEPH WRIGHT, NICH. D. WORTHINGTON, V. Pres'ts. JOHN STEYER,

- WM. CHAPMAN, Recording Secretaries. BEAL OWINGS, Corresponding Secretaries. JOSIAH PENNY, AQUILLA CORD, G. A. Odell, Treasurer.

Resolved, That it be recommended to the friends of Harrison and Tyler, in this district, to enroll their names as members of this Club, as the most efficient means of co-operating with the Whigs of the county in bringing out the strength of the party at the Presidential election. Resolved, That a crisis has arrived in the condition of public affairs, which invites every patriotic citizen to come to the aid of the country, and that from the combined efforts of the Whigs of the county, much may be accomplished in assisting to overthrow the misrule in the General and State Government.

Resolved, That we hail the glorious results of the elections in Rhode Island, Connecticut, Virginia, Louisiana, Kentucky, North Carolina and Alabama, as a certain omen of the brilliant victory which awaits the Whigs in November next. Resolved, That the Van Buren party have evinced great devotion to their cause in the manifestations of joy which they have shown, that they have not lost Missouri and Illinois, and that they will not lose New Hampshire.

Resolved, That these proceedings be signed by the chairman and secretary, and published in the Whig papers of Baltimore. JOSEPH JAMISON, Ch'n. WILLIAM CHAPMAN, Sec'y.