

# DAILY CLIPPER.

W. W. WALKER, Publisher.



THURSDAY, APRIL 13, 1865.

## TO ADVERTISERS.

The following exhibit of our regular rates will be found of service:

1 Square 1 Time.....	\$ .50
2 do " " "	.75
3 do " " "	1.00
4 do " " "	1.25
5 do " " "	1.50
6 do " " "	1.75
7 do " " "	2.00
8 do " " "	2.25
9 do " " "	2.50
10 do " " "	2.75
11 do " " "	3.00
12 do " " "	3.25
13 do " " "	3.50
14 do " " "	3.75
15 do " " "	4.00
16 do " " "	4.25
17 do " " "	4.50
18 do " " "	4.75
19 do " " "	5.00
20 do " " "	5.25
21 do " " "	5.50
22 do " " "	5.75
23 do " " "	6.00
24 do " " "	6.25
25 do " " "	6.50
26 do " " "	6.75
27 do " " "	7.00
28 do " " "	7.25
29 do " " "	7.50
30 do " " "	7.75
31 do " " "	8.00

ONE SQUARE CONTAINS SIX LINES OF SPACE.

## (CONTINUED)

### NEEDED DISCRIMINATION IN RETAINING GOVERNMENT EMPLOYEES.

It is plain to every thinking mind that this terrible war, which has been spreading destruction over the land, and is now threatening the safety and welfare of every family in the land, is fast approaching its end, and a glorious reward is to be given to the nation of the earth that man is capable of self-government. It will be necessary very shortly, to dispose of large numbers of men who have been employed in the government departments. In fact, some of them have received orders to discharge parts of their forces. At the navy yards, arsenals, quartermasters' depots, and other places of government, a large portion of these employes are boys and young men without families or dependents, and, as far as we can learn, in most cases, in strict truth, to a restaurant keeper and those of hundred occupations—get the larger part of their month's wage. This is particularly the case in Washington.

It is supposed by many that, at the end of the war, there will be no wants, and perhaps a few years, a great stagnation in the country, and that the present state of society, until a re-action takes place; and we think it is right, proper, and just, that the representatives, ministers, and heads of the various departments and Government establishments, should have an eye to this matter, and, if possible, keep those who have family depending upon them, and those who have dependents, in the pay of the government. In this class of the case, mostly he half-pinted system, and though prices and dry goods have declined somewhat in price, they are still high, and every day working classes are still employed, and will continue so up to their first call.

[From the Clipper.]

## THE PUTIFIRE.

As we are likely to see overcome on present National scales, the future becomes a matter of vital importance. We have a war to fight, and a bad and ill disposed people, with a vast number of simple and ignorant people. Our mottoes exceedingly frequently, and in one class to another, are calculated to bring out the common parades—“Put it in,” the paradox of the simple-minded, who feed on systems.

Now the experience of such with all their dreadful and merciful consequences, which we are about to witness, will be graven against in the years to come, and guide us in the treatment of our country.

Lucky is the pleasure to contemplate, but sad to reflect, to what extent we must resort to disaster and death, than all who would like better to live in peace and quietness, would be benefited by the present system.

Let us, then, be guided by the example of our fathers, and let us, in the exercise of our liberty, otherwise for boasted system of government, which we inherit.

C.

## MARINE AFFAIRS.

PORT OF BALTIMORE, April 12, 1865.

### ARRIVED.

Steamer Adelaid, canvas, from Old Point, N. C., Capt. J. T. Smith, and crew.

Steamer Phillips, from Havre de Grace—Capt. J. T. Smith, and crew.

Steamer John H. Kimball, from New Bedford, Mass., Capt. J. T. Smith.

Steamer John Shriver, canvas, from Philadelphia—Capt. J. T. Smith.

Steamer Appold, canvas, from Boston—Capt. A. L. Higgins.

Steamer G. W. Smith, from City Police—Capt. W. M. Jackson & Co.

Steamer Smith, barrel, from New York—Capt. J. T. Taylor, in Washington.

Arrivals from BALTIMORE.

Arrivals from NEW YORK.

Arrivals from NEW ORLEANS.

Arrivals from NEW YORK.

Arrivals from NEW