

Steamboat Lines.—The Union line for Philadelphia, leaves Bowly's wharf, South street, at 6 o'clock A. M. in summer, and 6½ in the fall.

For Norfolk.—Start from Spear's wharf, south end of Gay street, on Mondays, Wednesdays and Fridays at 9 A. M.

For Fredericksburg.—Leaves the head of the Basin, corner of Pratt and Light streets, Saturday evenings at 5 o'clock.

For Washington, Georgetown and Alexandria.—Every Wednesday and Saturday at 4 o'clock, P. M.

Annapolis, Cambridge and Easton.—The boat starts from the lower end of Dugan's wharf, every Tuesday and Friday, at 9 A. M.

Havre-de-Grace and Port Deposit.—From Patterson's wharf, near Commerce street, on Thursdays and Saturdays at 9 A. M.

Chestertown, Rockhall, and Centreville.—On Mondays at 6 A. M. from Patterson's wharf.

Whitehaven and Salisbury.—Mondays at 5 P. M. from Dugan's wharf.

Fire Companies.—The fire companies in Baltimore amount to sixteen, for the particulars of which see the subjoined table.

A Table of the Fire Companies in the City of Baltimore.

| COMPANIES. | SITUATION OF HOUSES. | WHEN INSTITUTED. | PRESIDENTS. |
|----------------------|-------------------------|------------------|------------------|
| Columbian, | Market st. F. Point. | 1805 | John Glass. |
| Deptford, | do. do. | 1792 | Josh Atkinson. |
| First Balt. Hose Co. | McClellan's Alley. | 1810 | Samuel Keerl. |
| Franklin, | Market st. F. Point. | 1810 | W. Wickersham |
| Friendship, | Fred. near Balt. st. | 1785 | C. M. Karthouse |
| Howard Hose Co. | Paca st. | 1830 | Saml McClellan |
| Independent, | Corner Gay & Ens. sts. | 1793 | Saml. Wilson. |
| Liberty, | — Park & Libt. st. | 1694 | Ch. M. Keyser. |
| Mechanical, | North street. | 1763 | Thos M. Loche. |
| New Market, | Eutaw bt Sar. & Mlb. | 1805 | John L. More. |
| Patapsco, | North, near Fayette st. | 1823 | J. I. Cohen, Jr. |
| Property Guards, | N Gay st discontinued. | 1810 | |
| Union Hose Co. | Hanover Market. | 1732 | Nathan Tyson. |
| United do. | Sharp near Lombard. | 1810 | A. Miltenberger. |
| Vigilant, | Granby near Duke st. | 1804 | Wm. Reany. |
| Washington Hose Co. | Lombard near Sharp. | 1815 | John L. Reese. |

Rail-Roads.—There are two rail-roads leading to Baltimore, which have been finished to such an extent as to admit of the transportation of passengers and merchandise. 1st. The Baltimore and Ohio Rail-Road is completed for eighty-two miles on the main stream, besides the branches. This expensive work is estimated to have cost as follows: from Pratt street to Ellicott's Mills \$60,000 per mile on an average, and about \$20,000 per mile for the remaining distance. The work is intended to be continued to the Ohio River, a distance of three hundred and sixty miles from Baltimore. The ticket office of this Rail-Road, whence the passenger cars start and where they arrive, is in South Charles street, opposite the city spring. The Depot where

