Price of Subscription.

In the City, single copy, Two Cents; served by Carriers for Twelve Cents per week, payable to the carriers.

Out of the City, single copy, Three Cents; one month, *Fifty Cents*; two months, *One Dollar*; four months, *Two Dollars*; six months, *Three Dollars*; one year, *Six Dollars*, payable invariably in advance.

Orders for the paper, will be received at the office of Publication, No. 74 Baltimore street, near Gay.

The usual deduction in favor of Newsmen and Agents.

All communications should be addressed to the Publisher of *The South*.

The South.

Price of Advertisements.

One Square—one insertion		$0
" "	twice	75
" "	three times	1.00
" "	one week	1.50
" "	two weeks	2.00
" "	one month	4.00
" "	three months	10.00
" "	six months	15.00
" "	one year	20.00

Six lines or less make a square. Contracts to be subject of special agreement. Marriage and Obituary notices, 25 cents.

Advertisements will be received at the office of Publication, No. 74 Baltimore street, near Gay.

Advertisements should be sent in early.

Vol. 1. No. 113. Baltimore, Monday Evening, September 2, 1861. Th. W. Hall, Jr. Editor.

The South.

"Before St. Mark still glow his steeds of brass,
Their gilded collars glittering in the sun;
But is not Doria's menace come to pass?
Are they not *bridled?* Venice, lost and won,
Her thirteen hundred years of freedom done,
Sinks, like sea-weed, into whence she rose!
Better be whelm'd beneath the waves, and shun,
Even in destruction's depth, her foreign foes,
From whom submission wrings an infamous repose."

Successful Expedition under Commodore Stringham and Gen. Butler, to Hatteras Inlet.

The much talked of expedition which sailed from Fortress Monroe on Monday last, under command of Com. Stringham, and Major General Butler, and the destination of which was, at the time, a matter of so much speculation, has at length been heard from The correspondents of the *Associated Press* have put us in possession of the Government accounts of the capture by the expedition of two shore batteries, known as Forts Clark and Hatteras, on the coast of North Carolina, in Hatteras Inlet, with a number of prisoners, including Commodore Barron, of the Confederate Navy, in command of the batteries. The particulars of the expedition will be found in the official report of General Butler to General Wool, which we subjoin, together with the list of Confederate wounded, furnished by Surgeon King. The Federal loss *is not stated*, and that of the Confederates is estimated at 15 killed, and 30 wounded. The expedition consisted of the steam-frigates *Minnesota*, *Wabash*, and *Susquehanna*, steam sloops *Cumberland*, and *Pawnee*, gun-boats *Harriet Lane* and *Monticello*, steam-transports *Adelaide*, *George Peabody*, *Fanny*, and *Adriatic*, with a large number of schooners, barges, &c., carrying 100 guns, and 4,500 men. The forts, which were unfinished, according to Gen. Butler's report, mounted but 15 guns, and were defended by only 730 men—Commodore Barron says 615.

The following is the report made by Gen. Butler:

U. S. Flag-ship Minnesota,
Aug. 30, 1861.

General:—Agreeable to your orders I embarked on the transport steamers *Adelaide* and *George Peabody*, 500 of the 20th Regiment N. Y. Volunteers, Col. Weber commanding; 220 of the 9th N. Y. Volunteers, Col. Hawkins commanding; 100 of the Union Coast Guard, Capt. Nixon commanding; 60 of the 2d U. S. Artillery, Lt. Larned commanding, as a force to operate, in conjunction with the fleet, under command of Flag Officer Stringham, against the Confederate forces at Hatteras Inlet.

We left Fortress Monroe on Monday, the 26th inst., at 1 o'clock P. M. The last ship of our fleet arrived off Hatteras Inlet about 4 o'clock on Tuesday afternoon.—Such preparations as were possible for the landing were made in the evening, and at daylight next morning dispositions were made for an attack on the forts by the fleet and for the landing of the troops. Owing to the previous prevalence of southwest gales a heavy surf was breaking on the beach. Every effort was made to land the troops, and after about 315 were landed, including marines from the fleet and the regulars, both of the gunboats on which we depended were swamped in the surf, and both the flat-boats stove; and a bare attempt being made by Lieutenant Crosby, U. S. Army, serving with the army as Post Captain at Fortress Monroe, who had volunteered to come down with the steam tug *Fanny*, belonging to the army, to land in a boat from the war steamer *Pawnee*, resulted in the beaching of the boat so that she could not be got off. It was impracticable to land more troops because of the rising wind and sea. Fortunately a 12-pound rifled boat-gun, loaned to us by the flag-ship, and a 12-pound howitzer were landed, the last slightly damaged.

Our landing was completely covered by the shells of the *Monticello* and the *Harriet Lane*. I was on board the *Harriet Lane*, directing the disembarkation of the troops by means of signals, and was about landing with them at the time the boats were stove. We were induced to desist from further attempts at landing the troops by the rising of the wind, and because in the meantime the fleet had opened fire on the nearest fort, which was finally silenced and its flag struck. No firing had been opened upon our troops from the other fort, and its flag was also struck. Supposing this to be a signal of surrender, Colonel Weber advanced his troops already landed on the beach. The *Harriet Lane*, Captain Faunce, by my direction, tried to cross the bar to get into the smooth water of the inlet, when a fire was opened upon the *Monticello*, which had proceeded in advance of us from the other fort. Several shots struck her but without causing any injury, as I am informed. So well convinced were the officers of the Navy and of the Army, that the forts had surrendered at this time, that the frigate *Susquehanna* had towed the frigate *Cumberland* to an offing. The fire was then reopened as there was no signal from either, upon both forts. In the meantime a few men from the coast guard had advanced up the beach with Lieuenant Criegel, who was acting as volunteer aid, and whose gallantry and services I wish to commend, and took possession of the smaller fort, which was found to have been abandoned by the enemy, and raised the American flag thereon. It had become necessary, owing to the threatening appearance of the weather, that all the ships should make an offing, which was done with reluctance from necessity, thus leaving the troops on the shore, part of them in possession of the small fort, about seven hundred yards from the larger one, and the rest bivouacked on the beach, near the place of landing, about two miles north of the forts.

Early the next morning the *Harriet Lane* ran in shore for the purpose of covering any attack upon the troops. At the same time a large steamer was observed coming down the sound inside the land with reinforcements for the enemy, but she was prevented from landing them by Captain Johnson, of the Coast Guard, who had placed the two guns from the ships and the six pounder taken from the enemy on a small sand battery and opened fire upon the Confederate steamer

At 8 o'clock the fleet opened fire again, the flag ship being anchored as near as the water permitted, and the other ships coming gallantly into action. It was evident after a few experiments that our shot fell short. An increased length of fuse was telegraphed, and firing was commenced with shells of 15 seconds' fuse.

I had sent Mr. Fisk, acting aid-de-camp, for the purpose of gaining intelligence of the movements of the troops of the enemy. I then went with the *Fanny* for the purpose of effecting a landing of the remainder of the troops, when a white flag was run up from the fort. I then went in the *Fanny* over the bar into the inlet. At the same time the troops under Colonel Weber marched up the beach and a signal was made from the flag-ship to cease firing.—As the steamer *Fanny* rounded in over the bar, the Confederate steamer *Winslow* went up the channel, having a large number of Secession troops on board, which she had not landed. We threw a shot from the *Fanny*, but she proved to be out of range. I then sent Lieutenant Crosby on shore to demand the meaning of the white flag. The boat soon returned bringing Lieut. Criegel with the following written communication from Samuel Barron, late Captain in the United States Navy:

Memorandum.—Flag Officer Samuel Barron, Confederate States Navy, offers to surrender Fort Hatteras with all the arms and munitions of war, the officers to be allowed to go out with side arms, and the men without arms to retire.

(Signed) S. Barron,
Commanding Naval Defences of Virginia and North Carolina.
Fort Hatteras, August 29, 1861.

Mr. Criegel also brought a verbal communication from Commander Barron, stating that he had in the fort 615 men and a thousand more within an hour's call, but that he was anxious to spare the effusion of blood. To both the written and verbal communications I made the reply which follows and sent it by Lieut. Crosby:

Memorandum.—Benjamin F. Butler, Major General Commanding the United States Army, in reply to the communication of Samuel Barron, commanding forces at Fort Hatteras, cannot admit the terms proposed. The terms offered are these:

Full capitulation, the officers and men to be treated as prisoners of war. No other terms admissible. Commanding officers to meet on board the flag ship *Minnesota* to arrange details.

After waiting three-quarters of an hour Lieut. Crosby returned, bringing with him, Commander Barron, Major Andrews and Col. Martin, of the Rebel forces. Upon being received on board the tug *Fanny*, they informed me that they had accepted the terms proposed in my memorandum, and had come to surrender themselves and their command as prisoners of war. I informed them that as the expedition was a combined one of the Army and Navy, the surrender must be made on board the Flag ship, to Flag Officer Stringham, as well as myself. We then went on board the *Minnesota* for that purpose.

On arriving there the following articles of capitulation were signed, which I hope will meet your approval:

Off Hatteras Inlet,
United States Flag Ship Minnesota,
August 29, 1861.

Articles of Capitulation between Flag Officer Stringham, Commanding the Atlantic Blockading Squadron, and Benjamin F. Butler, United States Army, Commanding on Behalf of the United States Government, and Samuel Barron, Commanding the Naval Forces for the Defence of North Carolina and Virginia, and Colonel Martin, Commanding the Forces, and Major Andrews Commanding the Same Forces at Fort Hatteras.

It is stipulated and agreed between the contracting parties that the forces under command of the said Barron, Martin and Andrews, and all munitions of war, arms, men and property under the command of said Barron, Martin and Andrews, be unconditionally surrendered to the Government of the United States, in terms of full capitulation. And it is stipulated and agreed by the contracting parties, on the part of the said United States Government, that the officers and men shall receive the treatment due to prisoners of war.

In witness whereof, we, the said Stringham and Butler, on behalf of the United States, and the said Barron, Martin and Andrews, representing the forces at Hatteras Inlet, hereunto interchangeably set our hands, this twenty-ninth day of August, A. D., 1861, and of the Independence of the United States the eighty-fifth year.

[Signed.] S. H. Stringham,
Flag Officer Atlantic Blockading Squadron.
Benj. F. Butler,
Major Gen. United States Army, Commanding.
S. Barron,
Flag Officer Confederate States Navy, Commanding Naval Forces Virginia and North Carolina.
Wm. F. Martin,
Colonel Seventh Regiment Infantry North Carolina Volunteers.
W. L. G. Andrews,
Major Commanding Forts Hatteras and Clark.

I then landed and took a formal surrender of the forts, with all the men and munitions of war, inspected the troops to see that the arms had been properly surrendered, marched them out and embarked them on board the *Adelaide*, and marched my own troops into the fort and raised our flag upon it amid the cheers of our men and a salute of thirteen guns which had been shotted by the enemy.

The embarkation of the wounded, which was conducted with great care and tenderness from a temporary wharf erected for the purpose, took so long that night came on so dark that it was impossible for the pilots to take the *Adelaide* over the bar, thereby causing delay. I may mention in this connection that the *Adelaide* in carrying in the troops, at the very moment my terms of capitulation were under consideration by the enemy, had grounded upon the bar, but by active and judicious exertions of Commander Steelwagen, after some delay was got off. At the same time the *Harriet Lane* in attempting to cross the bar had grounded and remained fast. This to me was a moment of the greatest anxiety.

By these accidents a valuable ship-of-war and a transport steamer, with a large portion of my troops, were within the power of the enemy. I had demanded the strongest terms which he was considering. He might refuse, and, seeing our disadvantage, renew the action, but I determined to abate not a tittle of what I believed to be due to the dignity of the Government—not even to give an official title to the officer in command of the rebels. Besides my tug was in the inlet, and at least I could carry on the engagement with my two rifled six-pounders well supplied with Sawyer's shells.

Upon taking possession of Fort Hatteras I found that it mounted ten guns with four yet unmounted, and one large 10-inch columbiad all ready for mounting. I append the official muster roll of Col. Martin, furnished by him, of the officers and men captured by us.

The position of the fort is an exceedingly strong one, nearly surrounded on all sides by water, and only to be approached by a march of five hundred yards circuitously over a long neck of sand, within half musket range, and over a causeway a few feet only in width and which was commanded by two 32-pounders, loaded with grape and cannister, which we expended in our salute. It had a bomb-proof capable of sheltering three or four hundred men. The parapet is nearly of octagon form, enclosing about two-thirds of an acre of ground, well covered with sufficient traverses and ramparts and parapets, upon which our shells had made but little impression

The larger work nearer this inlet was known as Fort Hatteras. Fort Clark, which was about 700 yards northerly, is a square redoubt, mounting five guns and two 6-pounders. The enemy had spiked their guns, but in a very imperfect manner, upon abandoning the fort the day before. I had all the troops on shore at the time of the surrender of the forts, but re-embarked the regulars and the marines. Finding it impossible without a delay of the fleet, which could not be justified under the state of facts at Fortress Monroe, and owing to the threatening appearance of the weather, I disembarked the provisions, making, with the provisions captured, about five days' rations for the use of the troops.

On consultation with Flag Officer Stringham and Commander Steelwagen, I determined to leave the troops and hold the fort because of the strength of the fortifications, its importance, and because if again in possession of the enemy with a sufficient armament, the very great difficulty of its capture, until I could get some further instructions from the Government

Commodore Stringham directed the steamers *Monticello* and *Pawnee* to remain inside, and these with the men in the forts are sufficient to hold the position against any force which is likely or indeed possible to be sent against it. The importance of the point cannot be overrated—when the channel is marked out any vessel may carry 15 feet of water over it with ease. Once inside there is a safe harbor, an anchorage in all weathers. From here the whole coast of Virginia and North Carolina, from Norfolk to Cape Lookout, is within our reach by light draught vessels, which cannot possibly live at sea during the winter months. From it offensive operations may be made upon the whole coast of North Carolina to Bogue Inlet, extending many miles into Washington and Beaufort.

In the language of the Chief Engineer of the Rebels, Colonel Thompson, "It is the key of the Albemarle." In my judgment it is a station second in importance only to Fortress Monroe on the coast. As a depot for coaling and supplies for the blockading squadron it is invaluable. As a harbor for our coasting trade or an inlet from the winter storm, or from pirates, it is of the utmost importance.

By holding it Hatteras Light may again send forth its cheering ray to the storm-beaten mariner, of which the worse than vandalism of the Rebels deprived him. It has but one drawback—a want of good water, but that a condenser like the one in operation at Fortress Monroe at a cost of a few hundred dollars will relieve

I append to this report a tabular statement of the prizes which have been taken into the inlet within a few days, complied in the official documents captured with the fort.

I add hereto an official report of the Chief Engineer of the Coast defences of the Confederates. Please find also appended a statement of the arms and munitions of war captured with the fort as nearly as they can be ascertained. While all have done well, I desire to speak in terms of special commendation of the steadiness and cool courage of Col. Max Weber, who we were obliged to leave in command of a detachment of 300 men on a strange coast, without camp equipage or possibility of aid, in face of an enemy 600 strong, on a dark and stormy night—of Lieut. Weiss, who conducted a reconnoissance of 20 men—of the daring and prompt efficiency of Captain Nixon, of the Coast Guard, who with his men occupied Fort Clark during the first night, although dismantled and in the face of an enemy of unknown numbers. I desire to commend to your notice Capt Justin, of the New York 9th, who was left in command of a detachment of his regiment, when the unfortunate accident to the *Harriet Lane* prevented Col. Hawkins from landing. Permit me to speak also of the efficiency of the regulars under Lieutenant Larned, who worked zealousy in aiding to land their comrades of the volunteers overwhelmed amid the rolling surf. I desire especially to make acknowledgments to Messrs. Criegel and Durivage, volunteer aids, who planted the American flag upon Fort Clark on the second morning to indicate to the fleet its surrender, and to prevent the further wasting of shells upon it—a service of great danger from the fire of their own friends. I make honorable mention of young Fiske, who, risking his life among the breakers, being thrown on shore to carry my orders to the troops, landed and to apprize them of the movements and intentions of the fleet. Also my thanks for the valuable aid of Capt. Hagerty, who was employed in visiting the prizes in the harbor while we were agreeing on the terms of capitulation. Of the services to the country of the gentlemen of the navy proper, I may not speak, for one ought not to praise when he has no right to censure, and they will be appropriately mentioned, I doubt not, by the commander, who is capable to appreciate their good conduct. But I am emboldened to ask permission, if the department shall determine to occupy the point as a permanent post, that its name may be changed, by general order, from Fort Hatteras to Fort Stringham. But of those gentlemen who served under my immediate command, I may make honorable mention, as I have before done, of the zealous, intrepid, and untiring action of Lieut. Crosby, who took an armed canal-boat (the steam tug *Fanny*, from Fortress Monroe,) to Hatteras Inlet, in order that the expedition might have the aid of a steamer of the lightest draft. Capt. Shuttleworth, of the marine corps, deserves well for his loyalty and efficiency in his active detachment of marines. Much of the success of the expedition is due to the preparation of the transport service, by Com. Steelwagen, and the prompt presence of mind with which he took the troops from their peril, when the *Adelaide* touched on the bar, is a rare quality in an officer in danger.

Although Captain Faunce, of the Revenue service, now in command of the *Harriet Lane*, was unfortunate enough to get his vessel on one of the numerous sand bars about the inlet, it happened, I believe, in consequence of a determination, creditable in him, to aid me by being near to cover the troops in landing. Captain Lorry, who had the *George Peabody* in charge, brought in his vessel with safety, with the troops, who were pleased with his care and conduct. He still remains at the inlet.

In fine, General, I may congratulate you and the country upon a glorious victory in your department, in which we captured more than 700 men, 25 pieces of artillery, a thousand stand of arms, a large quantity of ordnance stores, provisions, three valuable prizes, two light boats, and four stand of colors, one of which had been presented within a week by the ladies of Newbern, N. C., to the "North Carolina Defenders."

By the goodness of that Providence which watches over our nation, no one of the fleet or army was in the least degree injured.

The enemy's loss was not officially reported to us, but was ascertained to be 12 or 15 killed and died of wounds, and 35 wounded.

I also enclose herewith the official report the rebel wounded, by Dr. Wm. M. King, of the U. S. storeship *Supply*.

I have the honor to be, very respectfully, your obedient servant,

(Signed) B. F. Butler.
Maj. Gen. U. S. A., com'dng volunteers.
Major General John E. Wool, Commanding Department of Va.

List of Wounded Prisoners.—A list of the Confederate wounded is contained in the official report of Surgeon King, U. S. N., to Commander Steelwagen, which we subjoin:

U. S. Chartered Steamer Adelaide,
August 31, 1861.

Sir:—In obedience to your order I have the honor herewith to furnish you a complete list of the wounded prisoners taken at the surrender of Fort Hatteras.

The whole numbe is thirteen, and eleven of these were transferred to this steamer by the order of Flag Officer Silas H. Stringham. The two remaining men were found to be too seriously injured to permit of their being moved, and were consequently left in the Fort in charge of a medical officer.

From the information which I have received from a creditable source, I have formed the opinion that many of the wounded, and perhaps all the killed, were sent on board the Rebel steamers in the Sound prior to the capitulation. Only two killed were found, and these were discovered in the out-houses of Fort Clark the day of the evacuation of that work.

I understand from Surgeon Wyatt and Mr. Brown, formerly of the United States Navy, and at present holding a commission in the army of the Confederate States and in charge of the medical department of Forts Hatteras and Clark, that ex-Lieutenant Murdaugh, of the United States Navy, was very badly injured, a fragment of shell striking his forearm and making a compound fracture of both bones.

This gentleman escaped from Hatteras, prior to the surrender, in the privateer *Winslow*.

Willoughby Davis, age 22, native of North Carolina—Jonesboro' Guards—lacerated flesh wound of instep, not serious.

William E. Clark, age 17, native of North Carolina—Tar Run Boys—lacerated wound an inch and a half deep, external surface of upper joint of lower third of right thigh. Doing well.

James A. Coony, age 23, native of North Carolina—Tar Run Boys—deeply lacerated wound involving dethold muscle of left shoulder; quite serious, although the joint is not believed to be implicated.

W. G. Andrews, of the Hamilton Guards—lacerated wound, inflicting tarsus and metatarsus—left—just oozing of blood. Serious.

Matthias Tannager, aged 23, of the North Carolina Defenders—contused wound of upper part of left heart and neck—expectorating blood; not much constitutional disturbance.

Logan Mills, age 18, native of North Carolina, Lenoir Braves, slight flesh wound, of middle third of left leg, external surface.

Wilson J. Forbes, age 27, native of North Carolino, Jonesborough Guards—lacerated wound, about two and one-half inches long and three inches deep upon part of upper third of thigh, posterior surface.

Henry Hines age 23, native of North Carolina, Lenoir Braves—seriously lacerated wound in left side.

Ashley Keele, aged 25, a native of North Carolina, Hamilton Guards—lacerated wound in left side.

John Walls, age 18, native North Carolina, Tar River Boys—wound produced by a fragment of shell occupying posterior aspect of forearm—joint perhaps implicated.

M. Gilbert Rogerson, native of North Carolina, Roanoke Guards—contusion of right foot; considerable shattering, but no fracture.

Francis Mooring, age 51, a native of North Carolina, Lenoir Braves—right half of frontis with a portion of anterior lobe of brain carried away by a piece of shell; wound mortal.

John Mooring, age 18, native of North Carolina, Tar River Boys—compound and complicated fracture of left arm and compound fracture of left thigh; wounds mortal.

The above named men were placed under my care after the surrender of Fort Hatteras on the afternoon of the 29th inst. The injuries were caused by fragments of shells during the bombardment of the fort, which not only lacerated but in many, if not all, the cases, burned the soft parts.

I am, very respectfully, your ob't serv't
[Signed.] Wm. M. King, Assistant Surgeon.
To Commander H. S. Steelwagen, United States Navy, commanding steamer *Adelaide*, on special service.

The correspondents of the *Associated Press* at Washington and Fortress Monroe, furnish some additional particulars which we give, without vouching for their accuracy. The expedition is stated to have been planned before the meeting of Congress, and only delayed for want of the requisite funds. The result of the enterprise is stated, in an official order of General Wool, congratulating the troops upon their victory, to be "the capture of 715 men, including the Commander, Barron, and one of the North Carolina cabinet, 1,000 stand of arms, 75 kegs of powder, 5 stand of colors, 31 pieces of cannon, including a 10-inch columbiad, a brig loaded with cotton, a sloop loaded with provisions and stores, two light-boats, and 150 bags of coffee." Among the papers captured is a press copy of a letter from Robert S. Scott, Esq., late U. S. consul at Rio, giving a list of all the vessels leaving or to leave that port during a month, with their cargoes and destination. Six named in the list have been capby privateers. General Butler, accompanied by Commander Steelwagen and others, arrived yesterday at Annapolis, in the steamer *Adelaide*, and thence proceeded to Washington in a special train. Fifteen wounded Confederate prisoners were brought up by the *Adelaide*, and placed in the hospital at the Naval Academy. The *Minnesota*, Commodore Stringham, was to sail on Friday or Saturday for New York, with the rest of the prisoners on board.

NORTHERN CENTRAL RAILWAY.

SUPERINTENDENT'S OFFICE,
CALVERT STATION, BALTIMORE, May 18, 1861.

The trains on the
NORTHERN CENTRAL RAILWAY
Arrive and depart, until further notice, from
CALVERT STATION AS FOLLOWS:

TRAINS NORTH.

Mail at 8 15 A. M.
Express at 4 35 P. M.
Harrisburg Accommodation at 8 15 P. M.
The 8 15 A. M. train connects at the Relay House with trains on the Western Maryland Railroad, at Hanover Junction with Hanover and Gettysburg Railroads, at York with York and Wrightsville Railroad, at Harrisburg with Pennsylvania Railroad for all parts of the West, also with Lebanon Valley Railroad to New York direct, at Northumberland with L. & B. Railroad for Kingston and all parts of Wyoming Valley, at Sunbury with Philadelphia and Erie Railroad for all parts of Northern Pennsylvania and New York.
The 4.35 P. M. train makes all the above connections except Hanover Railroad, Wrightsville Railroad, and the Lebanon Valley Railroad. The 15 P. M. train makes connections with the Pennsylvania Railroad for all parts of the West, and direct connections with New York

TRAINS ARRIVE.

Mail at 6 10 P. M.
Express at 7.45 A. M.
Harrisburg Accommodation at 2 45 P. M.
For TICKETS and information, apply at the TICKET OFFICE, Calvert Station, N. E. corner of Calvert and Franklin streets, Baltimore

JAS. C. CLARKE, Superintendent.
au 6-d

FOR THE WEST AND SOUTH WEST.
THE BALTIMORE AND OHIO RAILROAD.
On and after April 15th, 1861, the trains will run as follows:
Leave CAMDEN STATION, Baltimore—Mail (except Sunday at 5 30 A. M.; Express daily at 3.45 P. M.
Both trains go directly for ALL PARTS OF THE WEST, SOUTHWEST AND NORTHWEST.
FOR WAY PASSENGERS.
Between Baltimore and Piedmont take the 8 30 A. M train, between Piedmont and Wheeling take Accommodation train leaving Piedmont at 6.40 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 5 30 P. M train from Baltimore.
THE FREDERICK TRAIN leaves Baltimore at 4 30 P. M. and Frederick at 4 00 A. M.
THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 11 A. M., and 1 45 and 4 40 P. M., and Ellicott's Mills, at 7.00 A. M., and 4 00 and 7 00 P. M.
FOR WASHINGTON AND THE SOUTH.
Leaves Baltimore at 4 00 and 8 30 A. M., and 3 10 and 5 00 P. M. On Sundays at 4.00 A. M only. Leave Washington at 6 25 and 7.10 A. M., and 2 40 and 5 45 P. M. On Sundays at 2 45 P. M only. The second and fourth trains only from Baltimore and the second and third from Washington connect with trains on the Annapolis road.
For further information, tickets of every kind, &c., apply to J. T. ENGLAND, Agent, at Camden Station, or at the Ticket Office.

W. P. SMITH,
Master of Transportation

L. M. COLE, General Ticket Agent. ap 22

NOTICE.—CHANGE OF DAYS TO THE PATUXENT RIVER.
The steamers GEORGE WEEMS and MARY WASHINGTON will leave Baltimore for the Patuxent River on the following days:
Saturday, Tuesday and Thursday, commencing Saturday morning, June 1st, 1861, at 6 o'clock, for Hill's Landing direct, and continue during the season.
Returning every Monday Wednesday and Saturday. The boat leaving Hill's Landing on Monday and Wednesday will be direct for Baltimore.
The Saturday boat will leave Hill's Landing on Friday for Benedict, leaving Benedict Saturday morning at 6 o'clock for Baltimore.
The above Steamers will call at all the usual landings on the River, also at Fair Haven and Plum Point, going and returning.
Freights received up to 5 o'clock on the days previous to the departure of the Boats.

Passage to Patuxent River	$1 00	Meals extra.	
Do. Plum Point	1 00	Do.	
Do Fair Haven	50	Do.	

je 4 tf

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS ON THE SOUTH WESTERN RAILROAD.
The STEAM PACKET LINK TO ALEXANDRIA have formed a connection with the ALEXANDRIA AND LYNCHBURG RAILROAD, by which Goods will be forwarded to all points on the Southwestern Railroads with great expedition, at rates as low as any other route
For rates and other information apply to

CHARLES WORTHINGTON,
Commerce street Wharf.
ap23

NOTICE.
OFFICE ADAMS EXPRESS COMPANY
164 BALTIMORE STREET, BALTIMORE, MD.
GOODS FOR THE CONFEDERATE STATES must pay duties after this date.
Invoices, sworn to by consignors, must accompany all Goods and Packages.
Baltimore, March 20, 1861. THE ADAMS EXPRESS CO.

TOBACCO AND SEGARS.

ARMISTEAD, RIGGS & CO.
AGENTS FOR THE SALE OF
VIRGINIA MANUFACTURED
TOBACCO,
No. 57 EXCHANGE PLACE,
BALTIMORE.
ap 26 tf

CHARLES BAYNE & CO.
AGENTS FOR THE SALE OF
MANUFACTURED
TOBACCO,
Importers and Dealers in
HAVANA, GERMAN & DOMESTIC
SEGARS,
No. 70 EXCHANGE PLACE,
BALTIMORE.
ap 23-3m

P. L. CLAIBORNE. T. G. S. FERGUSON.
CLAIBORNE & FERGUSON,
AGENTS FOR THE SALE OF
VIRGINIA MANUFACTURED
TOBACCO,
No. 20 SOUTH CALVERT STREET
BALTIMORE, MD.
ap 24 3m

WARWICK, FRICK & BALL,
AGENTS FOR THE SALE OF
MANUFACTURED AND LEAF
TOBACCO,
No. 60 SOUTH STREET, BALTIMORE.
Dan'l. J. Warwick.
Frank Frick.
Philip A. Ball.
ap 23-3m

BANKING AND EXCHANGE.

THOS. J. CARSON,
BANKER,
No. 204 Baltimore Street,
WILL BUY AND SELL DOMESTIC EXCHANGE, all kinds of UNCURRENT BANK NOTES, AND GOLD, ON BEST TERMS.
VIRGINIA AND NORTH CAROLINA CURRENCY WANTED.

DYE WOOD, CHEMICALS, &c.

R. J. BAKER,
Importer and Manufacturer of
DYE WOODS,
DYEING DRUGS,
CHEMICALS, &c.
Used by Woolen, Cotton, Soap and Paper Manufacturers, Tanners, Leather and Morocco Dressers, Machinists and Dyers.
36 S. Charles Street.
ap 22 d3m

SAMUEL S. MILLS,
BOOK AND
JOB PRINTING
ESTABLISHMENT,
No. 122 BALTIMORE STREET,
(1 door from North Street, Up Stairs,)
BALTIMORE.
☞ Every description of JOB PRINTING executed on reasonable terms, neat and expeditious ap 22

LEONARD PASSANO,
IMPORTER AND DEALER IN
GERMAN ENGLISH AND DOMESTIC
FANCY GOODS
AND
NOTIONS,
32 Centre Market Space,
ap23 3m BALTIMORE, MARYLAND.

F. W. RODEWALD. S. W. SINDALL.
RODEWALD & SINDALL,
COMMISSION MERCHANTS,
IMPORTERS AND DEALERS IN
INDIGO, SODA ASH, CAUSTIC SODA, SPICES, SOAP
STARCH, SAL SODA, BICARB. SODA,
AND GROCERS' DRUGS GENERALLY,
ap23-3m 66 EXCHANGE PLACE, BALTIMORE.