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# The South.

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## The South.

### SECESSION—NO REBELLION.

II.

Mr. Justice Story closes his review of the colonial period of American history, contained in the first volume of his Commentaries on the Constitution, with the candid admission, that, prior to the revolution, "they (the colonies) had no direct political connexion with each other; each was independent of all the others; each in a limited sense, was sovereign within its own territory; there was neither alliance nor confederacy between them." Nor will this appear at all strange when we reflect upon the natural difference in character and manners which existed between the inhabitants of the different colonies—which three quarters of century of intimate association have not sufficed to obliterate—and which was but the legitimate effect of two of the most potent causes that can variously affect the character and manners of a people, viz: diversity of origin and diversity of laws.

*Diversity of Origin.*

The colonies were planted at different times and by very different classes of settlers. Virginia and Massachusetts were both settled by Englishmen: the former by Episcopalians and Cavaliers, who established the Church of England, and persecuted non-conformists with exemplary zeal; the latter by Puritans and Round-heads who adopted the congregational form of church worship and discipline, and in their turn, pursued Arminianism and Prelacy with like theological hatred; while Maryland was colonised by Catholics who were fleeing from the persecution of both. Virginia and Massachusetts both persecuted Quakers, who found an asylum in Rhode Island, and gave the name of a distinguished member of their sect to Pennsylvania. New Jersey, and New York (originally called New Netherlands) were settled by a colony from Holland, and did not pass into the final possession of the English until 1674. Delaware was colonised by Swedes and Finns: and the Carolinas (North and South) were so called in 1563, by the French, in honor of Charles IX; and, after their occupation by the English, among the earliest emigrants to the latter colony were numbers of French Huguenots, and to the former, large bodies of German Moravians and Scotch Jacobites.

*Diversity of Laws.*

Wide as was the diversity of their origin, the difference which existed between the colonies in respect of their interior polity and laws was even greater. By Mr. Justice Blackstone, the colonies have been divided into three sorts, and after him, the division has been generally followed, viz: Provincial, Proprietary and Charter Governments.

First, Royal or Provincial Governments. The constitution of these depended on the respective commissions issued by the crown to the governors, and the instructions which usually accompanied those commissions. Under this form of government were the provinces of New Hampshire, New York, New Jersey, Virginia, North and South Carolina, and Georgia.

Secondly, Proprietary Governments. These were granted out by the crown to individuals, in the nature of feudatory principalities, with all the inferior royalties, and subordinate powers of legislation, which formerly belonged to the owners of counties palatine. Three only existed at the time of the Revolution, viz: the governments of Maryland, Pennsylvania, and Delaware.

Thirdly, Charter Governments. Mr. Justice Blackstone describes these as "in the nature of "civil corporations with the power of making by-"laws for their own internal regulation, not con-"trary to the laws of England, and with such rights "and authorities as are specially given them in "their several charters of incorporation." The only Charter Governments existing at the time of the Revolution were those of Massachusetts, Rhode Island and Connecticut.

*Absence of Political Association.*

Between these colonies, planted at intervals, and thus variously governed,—with no less dissimilarity of laws than of origin—there seems to have been at no time, prior to the Revolution, the slightest union, either in fact or feeling. They were separate and independent communities, with no common tie between them except that of a common allegiance to Great Britain. Whenever a Union of the colonies was suggested for any purpose, however temporary or necessary, it was invariably defeated by the diversity of their interests and policy. In 1643, the New England colonies associated together, under conditions that sufficiently indicated their jealousy of each other, for defence against the Indians, and for protection against the claims and encroachments of the neighboring Dutch. This league, however, for it was nothing more, was finally dissolved in 1686, having lasted little more than forty years.

In 1754, a Congress was held at Albany, attended by delegates from New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania and Maryland, called at the instance of the Lords Commissioners for Trade, and the Plantations, to take into consideration the best means of defending America, in the event of war with France, which was then imminent. A scheme of union was proposed, and met with the approbation of the Congress, which was to embrace all the colonies from New Hampshire to Georgia, but when submitted to the home government and the several colonies for ratification, it was rejected, not only on the part of the crown, but by every provincial assembly. "We were "destined to remain for some years longer," says "Chancellor Kent, in recording the fact, "separate, "and in a considerable degree, alien common-"wealths, emulous of each other in obedience to "the parent State, and in devotion to her in-"terests; but jealous of each other's prosperity, "and divided by policy, institutions, prejudice and "manners." So strong, indeed, was the force of these considerations, and so exasperated were the people of the colonies in their disputes with each other, concerning boundaries and charter claims, that Dr. Franklin, (who was one of the delegates to the Congress just alluded to, held in 1754) observed in 1760, that a union of the colonies against the mother country, was absolutely impossible, or, at least, without being forced by the most grievous tyranny and oppression. [Franklin's Works, edited by Sparks, vol. 4, p. 42.]

Governor Pownall, in his work on the Administration of the Colonies, of which the fourth edition was published in 1768, declared that the colonies had no one principle of association amongst them, and that their manner of settlement, diversity of charters, conflicting interests, and mutual rivalship and jealousies would render a union impracticable. [pp. 35, 36, 92.]

Evidently Doctor Franklin and Governor Pownall did not regard the people of the colonies as a unit, and failed to detect in these independent and rival communities, the elements of that absolute sovereignty residing in the whole body of the American people, which is supposed by some to have resulted from their emancipation from colonial subjection, and to have been the foundation of the fabric lately known as the American Union.

### MAYOR BROWN.

Because we have protested, and shall continue to protest, against any terms of compromise with President Lincoln, the effect of which would be to separate the interests of the people of Baltimore from those of the people of the counties, and to make a distinction between one portion of the soil of the State and another,—let it not be supposed that we are seeking to create distrust or excite opposition to the municipal authorities.—We say in advance, and say it distinctly, that any such inference would be alike gratuitous and unjust. On the contrary, we most earnestly desire to strengthen the hands of the authorities, and to bring about that accord in feeling and action between the authorities and the People, which is absolutely essential to the success of our cause. Of the Governor of the State, we will say nothing.—We look to the Legislature, which will assemble on Friday to take such measures as will render it of no consequence hereafter—what Gov. Hicks may think—say—or do. With respect to Mayor Brown we have no other desire to express—than that he may thoroughly understand that this is Revolution which is taking place, and that the duties and responsibilities which devolve upon him are those which belong to men in authority in revolutionary times. The confidence which is felt in the integrity, the patriotism and the courage of the Mayor is universal—and as just, as it is universal. Those who know Mr. Brown know him to be a man who will not shrink from anything which he believes to be his duty. Our regret is that he has not been able to take a wider and larger view of his duty—our wish is to help, if we can, his vision. No explanation, no matter by whose authority, it is made, can take away from the justice of our strictures upon the Mayor's statement of his interview with President Lincoln, or remove the disagreeable impression which that statement has left upon the public mind. It may be perfectly true that in that interview "the "ground was expressly and directly taken, that "the people of Maryland would regard the pas-"sage of Northern troops through any portion of "their territory, to make war upon their Southern "brethren, as a disgrace and an outrage not to be "submitted to, and that they would resist it with "perfect unanimity." It is none the less true—for the Mayor himself has told us so—that after the President had signified his willingness to adopt either of two named routes across the soil of Maryland—outside of the city of Baltimore—"Mayor Brown assured the President that the "city authorities would use all lawful means to "prevent their citizens from leaving Baltimore to "attack the troops in passing at a distance"—and that the interview terminated "with the under-"standing that the city authorities should do their "best to restrain their own people." Now, we submit respectfully, and certainly not unkindly—that the Mayor ought not to have given such an assurance or have entered into such an "understand-"ing"—that to abide by it would be indeed to barter "the safety of the rest of the State of Mary-"land and the sanctity of its soil for the preserva-"tion of the peace in Baltimore;" and that if to "restrain the people," means to "restrain" them from going to the assistance of their fellow-citizens, and to the defence of the State, wherever invaded and assailed—then the People will not, and ought not, to be "restrained."

### Movements of President Davis and General Beauregard.

We learn upon excellent authority that on Saturday Gov. Wise received a despatch from President Davis, stating that with Gen. Beauregard, and a well appointed army, he was prepared to enter Washington so soon as Virginia was in a condition to afford such assistance as was necessary. Gov. Wise replied, "Come on—Virginia is prepared and eager to march with you into the Federal Capital."

This intelligence has so aroused the Old Dominion that no speculation is indulged in as to what aid she will offer President Davis—our informant stating that *everybody* wants to follow the great Southern Captain in his triumphal march into the enemy's stronghold. It is said that the name of Napoleon never awakened more enthusiasm in the French nation, than does that of Davis among all classes of people, and they are preparing to flock to his standard by thousands.

### Important from Harper's Ferry—Supply of Arms to Baltimore.

Two Virginia officers, of the staffs of Generals Carson and Harman, arrived here this morning from Harper's Ferry. They bring with them seven hundred muskets for the use of Baltimore, of different kinds, which had been saved by the Virginia troops from the ruins of the Government works burned by the late garrison at that point. They state that they have there already an army sufficient for any emergency, all well armed and uniformed, and that regular companies and volunteers continue to pour into the place from all the adjacent counties.

### Correspondence between Mayor Brown and Governor Andrew.

The following letter from Mayor Brown to the Governor of Massachusetts, and the reply of the latter, is published in the Boston papers:

BALTIMORE, April 20, 1861.

*Hon. John A. Andrew, Governor of Massachusetts:*

Sir—No man deplores the sad events of yesterday in this city more deeply than myself, but they were inevitable. Our people viewed the passage of armed troops to another State through the streets as an invasion of our soil, and could not be restrained. The authorities exerted themselves to the best of their ability, but with only partial success. Governor Hicks was present, and concurs in all my views, as to the proceedings now necessary for our protection. When are these scenes to cease? Are we to have a war of sections? God forbid!

The bodies of the Massachusetts soldiers could not be sent to Boston, as you requested, all communication between this city and Philadelphia, by railroad, and with Boston by steamers, having ceased; but they have been placed in cemented coffins, and will be placed, with proper funeral ceremonies, in the mausoleum of Greenmount Cemetery, where they shall be retained until further directions are received from you. The wounded are tenderly cared for. I appreciate your offer, but Baltimore will claim it as her right to pay all expenses incurred.

Very respectfully, your obedient servant,
GEO. W. BROWN,
Mayor of Baltimore.

ANSWER OF GOV. ANDREW.

*To Geo. W. Brown, Mayor of Baltimore:*

Dear Sir—I appreciate your kind attention to our wounded men and our dead, and trust that at the earliest moment the remains of our fallen will be returned to us. I am overwhelmed with surprise that the peaceful march of American citizens over the common highway, to the defence of our common capital, shall be deemed aggressive to Baltimore. Through New York the march was triumphal.

JOHN A. ANDREW,
Governor of Massachusetts.

### From the South.

#### EXCITEMENT AT NORFOLK.

By the Norfolk boat this morning we have received Norfolk papers of yesterday morning. The Herald of that date says:

On Saturday and Sunday the greatest excitement prevailed in the city. Troops were hurrying to and fro, and every one anxious to know what was to be done, but unable to obtain the desired information. The rumor was that the Cumberland was about to sail from the Navy Yard, and preparations were made to prevent her.

At 12 o'clock on Saturday an officer came from the yard bearing a flag of truce and was conducted to Gen. Taliaferro's headquarters at the Atlantic Hotel, where a consultation was held which resulted in a promise from the commandant of the yard, Com. Macauley, that none of the vessels should be removed nor a shot fired except in self-defence.

This quieted the excitement; but it was renewed at a later hour, when it was ascertained that the Germantown and Merrimac had been scuttled, and that the heavy shears on the wharf at which the G. was lying had been cut away and allowed to fall midships across her decks, carrying away the main topmasts and yards

DESTRUCTION OF GOVERNMENT PROPERTY AT NORFOLK.

It was also perceived that the men were busily engaged in destroying and throwing overboard side and small arms, &c., and other property, and boats were constantly passing between the Pennsylvania, Cumberland, and other vessels. The assurance of the Commodore, given by his officer at the truce interview, however, tended to allay the apprehension of an immediate collision. But the continued stirring movements at the yard, soon rendered it certain that it was the intention of Macauley to destroy all the buildings and other property there—and it was therefore with not much surprise that, about midnight, after two or three slight explosions, the light of a serious conflagration was observed at the yard.

This continued to increase, and before daylight the demon-work of destruction was extended to the immense ship houses known as A and B, (the former containing the entire frame of the New York, 74, which had been on the stocks unfinished, for some thirty-eight years,) and also to the long ranges of two-story offices and stores on each side of the main gate of the yard. The flames and heat from this tremendous mass of burning material, was set by a south-west wind directly towards the line of vessels moored on the edge of the channel opposite the yard, and nearly all of these, too, were speedily enveloped in flames.

The scene at this time was grand and terrific beyond description. The roar of the conflagration was loud enough to be heard at three or four miles distance—and to this were added occasional discharges from the heavy guns of the old "Pennsylvania," ship of the line, as they became successively heated.—These guns, it is asserted, were double shotted and directed at different parts of the yard for the purpose of insuring its complete destruction. This, however, is certain—that if all her guns had been thus prepared and directed, the "burnt district" could not have been more completely cleared of its appurtenances.

As soon as the torch had been successfully applied to the ship houses, the Pawnee, which had been kept under steam from the moment of her arrival about midnight on Saturday, was put in motion, and taking the Cumberland in tow, retreated down the harbor out of the reach of danger—freighted with a great portion of valuable munitions, &c., from the yard, and the Commodore and other officers who had won for themselves the inglorious distinction of destroying *devils* in accomplishing such a vandal work. The ships proceeded as far down as the barricades at the narrows, where the Cumberland was left at anchor, and the Pawnee continued on to Fort Monroe.

As far as we could judge from a cursory observation, the property destroyed embraced besides the ship houses and contents, the range of buildings on the north line of the yard (except the Commodore's and Commander's residences, which were unhurt,) the old marine barracks and one or two workshops, the immense lifting shears, the ships Pennsylvania, Merrimac, Raritan, Columbia, and brig Dolphin—burnt to the water's edge; the sloop Germantown, broken and sunk; the Plymouth, scuttled and sunk even with her deck; and a vast amount of small arms, chronometers, and valuable engines and machinery in the Ordnance and other shops broken up and rendered utterly useless.

Appearances indicated that it was intended to cripple the Dry Dock, by blowing up the gates, but from some cause this was not done, and the dock was found to be altogether unhurt.

We cannot bring ourselves to believe that any officer of a navy, distinguished hitherto by a high sense of honor and chivalrous courage, could willingly condescend to such an inglorious mode of warfare as this. We rather regard it as an emanation from the wretched cabal at Washington, and a practical carrying out of the tactics laid down by the villainous Sumner and other orators of the Black Republican party.—Burn, sink and destroy is the word with them.

Yesterday morning, Lieut. Spottswood, of the Navy, a Virginian by birth, ran up to the flag-staff in the Navy Yard the flag of the Old Dominion, with its well known arms, the figure of Liberty trampling on Tyranny, with the glorious motto: "*Sic Semper Tyrannis*"—and there it continues to flutter in the breeze.

ADDITIONAL DETAILS.

Passengers by the Norfolk boat furnish the following additional details:

A fort has been erected at the Hospital Point, and Old Fort Norfolk put in regular fighting order by the secessionists. A fort has also been erected at Sewell's Point, twelve miles from Norfolk, opposite Old Point Comfort.

The steamer Baltimore, with 1,500 Federal troops on board was on the Horse Shoe.

The Pawnee had landed 1,000 troops at Fortress Monroe.

Another transport was in sight with her decks completely lined with troops.

The authorities yesterday waited upon the Surgeon at the Hospital, and compelled that officer to resign his position. He came to this city this morning on the Norfolk boat.

Six of the rifled Parrott guns recently purchased for the use of the State, have been brought from Richmond to Norfolk, by order of the Governor. The cannon spoken of are of the most effective kind known.

At Fort Norfolk, the Virginians had secured large quantities of shot and shell, which were shipped to Richmond. Capt. Pearson furnishes the following additional intelligence:

The U. S. steamer Pawnee landed about 500 men at the navy-yard to assist in the destruction of the government property. All the spirit stores were destroyed, but the citizens secured immense quantities of provisions, guns, powder and ball.

All the guns at the Navy-Yard were spiked by the Government officials, but in such a bungling manner, that all but eight or ten have already been made good for service by the citizens, and many of them mounted at prominent points for defence.

The Pawnee has sailed for Washington, and on Monday evening the Cumberland was lying opposite Old Point.

A steamer, supposed to be the Baltic, arrived off Old Point on Monday evening with about 1,600 Northern troops on board. Capt. Pearson passed another steamer, this morning with troops, off Annapolis.

### Seizure of Federal Property.

Yesterday afternoon, Sergeant Lindsay, of the Central Station, proceeded at the head of a squad of policemen to the President Street Depot, where, in compliance with the orders of the city authorities, they seized upon four car loads of military stores, clothing, tents and other army equipments, sufficient it is supposed, for the accommodation of about one thousand men.

The stores thus seized are the property of the Federal Government, and were designed doubtless for the use of the volunteers from the North at Washington, as the cars in which they were being conveyed, formed a portion of the train which brought hither the Massachusetts and Pennsylvania troops on Friday. The stores, which were contained in upwards of one hundred boxes, composed a miscellaneous collection of United States army overcoats and other military clothing, gloves, boots and shoes, axes, hats, blankets, and a very large number of Sibley's improved tents—the best now in use—with all the necessary appurtenances. Four pieces of cannon, with their wheels and carriages separately packed in boxes, were also among the lot.

The greater number of boxes were marked G. W. W., Little Rock, Ark., care of Johnson & Perry, Fort Cobb, N. C." A number of others were addressed to "U. S. A., Quartermaster, Fort Arbuckle, C. N." The captured property was removed from the depot to the houses Nos. 38 and 40 Holliday street, opposite the Marshal's Office, were they were carefully stored. Some six or eight large furniture wagons were kept in constant employment for about ten hours in removing the stores. Their subsequent storage in the houses selected for their reception lent to the vicinity of the Marshal's Office an appearance of animation and activity quite exciting in effect. At one time not less than sixty policemen and volunteers were engaged in the work of unloading the wagons and tumbling their contents into the basement entrances of the extemporised storehouses. What disposition will be made of the property will probably depend upon the action of the Legislature during its extra session.

### Another Interview with Lincoln.

We learn that delegations from the Young Men's Christian Associations of Baltimore, headed by Dr. Fuller, of the Baptist Church, visited Washington yesterday and called upon the President, with the view of impressing upon him the importance of arresting hostilities. They were received kindly but with rude familiarity. Dr. Fuller commenced the conversation by seeking to impress upon Mr. Lincoln the vast responsibility of the position he occupied, and that upon him depended the issue of peace or war—on one hand a terrible, fratricidal conflict, and on the other peace.

"But," said Mr. Lincoln, "what am I to do?"

"Why, sir, let the country know that you are disposed to recognize the independence of the Southern States. I say nothing of secession, recognize the fact that they have formed a government of their own, that they will never be united again with the North, and peace will instantly take the place of anxiety and suspense, and war may be averted."

"And what is to become of the revenue? I shall have no government—no resources."

Dr. Fuller expressed the opinion that the Northern States would constitute an imposing government, and furnish revenue.

The conversation turning upon the passage of troops through Maryland, Dr. Fuller expressed very earnestly the hope that no more would be ordered over the soil of this State. He remarked that Maryland had shed her blood freely in the war of independence, she was the first to move for the adoption of the constitution, and had only yielded her clinging attachment to the Union when the blood of her citizens had been shed by strangers on their way to a conflict with her sisters of the South.

Mr. Lincoln insisted that he wanted the troops only for the defence of the capital, not for the invasion of the Southern States. "And," he said, "I must have the troops, and mathematically, the necessity exists that they should come through Maryland. They can't crawl under the earth, and they can't fly over it, and mathematically they must come across it. Why, sir, those Carolinians are now crossing Virginia to come here and hang me, and what can I do?"

In some allusion to the importance of a peace policy, Mr. Lincoln remarked that if he adopted it under the circumstances, there "would be no Washington in that, no Jackson in that, no spunk in that."

Dr. Fuller hoped that Mr. Lincoln would not allow "spunk" to override patriotism.

Mr. Lincoln doubted if he or Congress could recognize the Southern Confederacy. With regard to the Government, he said "he must run the machine as he found it." And in reference to passing troops through Baltimore or Maryland he said. "Now, sir, if you won't hit me, I won't hit you."

As the delegations were leaving, Mr. Lincoln said to one or two of the young men, "I'll tell you a story. You have heard of the Irishman, who, when a fellow was cutting his throat with a blunt razor, complained that he haggled it.—Now if I can't have troops direct through Maryland, and must have them all the way round by water, or marched across out-of-the-way territory, I shall be haggled."

The delegation, on leaving "the presence," conferred together, and agreed on the hopelessness of their errand and the sad prospect of any good thing from such a source, and the exclamation was actually made, "God have mercy on us, when the Government is placed in the hands of a man like this!"

### PROCEEDINGS OF THE CITY COUNCIL.

(ANNUAL SESSION.)

FIRST BRANCH, Monday, April 22.—Branch met. Present John C. Blackburn, Esq., President, and all the members except Mr. Phelps.

Mr. Thomas submitted a report with a supplementary ordinance increasing the wages of the men, &c., employed at the several markets. Laid over.

Mr. Blanchard presented a petition of Wm. Rainey and others, requesting that permission may be granted to the City Passenger Railway Company to run cars from Druid Hill Park on Sunday. Referred.

Mr. Staylor submitted a report with a resolution authorizing C. Leutbecher to retain in use a certain sign at Washington Hall. Adopted.

From the Second Branch was received a report on the petition of Richard Meyer to be allowed to sink a well at the corner of Hamburg and Leadenhall streets. Laid over.

Mr. Bolgiano submitted a report with a resolution for erecting a shed at the Centre Fish Market, and to repair the Cross Street Market. Laid over.

Mr. Bolgiano called up the resolution for placing flagstones at various points on Chew street.

Mr. Myers presented the petition of Mr. John Echberger for permission to make certain improvements to his house on Baltimore street. Referred.

Mr. Bandel submitted a report with resolution recommending Wm. Peacock, a deaf mute, as a beneficiary, to be recommended to the Governor, and placed in the Pennsylvania Institution. Laid over.

Mr. Tegmyer called up the resolution appropriating $1,200 for repair of Drawbridge. Adopted.

The order of the day, being the resolutions relative to the police, &c., submitted by Mr. Phelps in July last, were taken up, and on motion laid over.

Mr. Nicolas called up the General Appropriation Ordinance. Considered and laid over.

Mr. Thomas submitted a report with resolution making an appropriation of $500 each to the Eastern, Southern and Northeastern Dispensaries.—Laid over.

Mr. Staylor submitted a report with resolution granting permission to Thomas J. Cochran & Co., to construct an ice house at the mouth of Union Dock. Adopted.

SECOND BRANCH.—The Branch met. Present Charles J. Baker, Esq., President, and a quorum of the members.

Mr. George, from the Committee on the Fire Department, reported a resolution granting permission to C. G. Monmonier to enclose his bath-house, situated in the rear of his premises on Bank street, with a framework. Adopted.

An ordinance to levy and collect a direct tax for the use of the State for the present year was received from the First Branch and passed.

Also, an ordinance to levy and collect a direct tax for the repairs of bridges and highways in the city.

Also, an ordinance to levy and collect a tax for the payment of the expenses of courts, jail, &c.

Also, an ordinance providing for the prompt collection of taxes on personal property levied by the State and city.

Also, an ordinance providing for the repeal of the ordinance relating to city taxation received in the Register's Office, May 16th, 1860.

Also, an ordinance providing for the payment of sundry expenses of the Criminal Court of Baltimore, arrears, and on account of the late Baltimore City Court, for the city poor in the Almshouse of Baltimore city, the House of Refuge, the Aged Women's Home, and for the Dispensaries.

Also an ordinance to levy and collect a direct tax for the present year.

Also, an ordinance to levy and collect a tax for the support of the Police of the city.

Also, an ordinance for the payment of the expenses of the Public Schools for the present year.

Also, an ordinance to lay and collect a tax for the redemption of the Jail stock for the present year.

Also, an ordinance to create a sinking fund to redeem the stock issued for the rebuilding of the Court House.

Also, an ordinance relative to the public debt of the city of Baltimore.

A resolution was received from the First Branch, appropriating the sum of $3,000 to be expended by the employment of unemployed mechanics, in the grading of Webster street. Concurred in.

An ordinance to collect the tax of five pounds, Maryland currency, on tavern licenses, and the jail tax of four dollars, was received from the First Branch and passed.

A resolution granting permission to John L. Crist to construct a bay window in front of his premises on Townsend street, was also received from the First Branch and concurred in.

The Branch then adjourned.

### THE THREE DAYS OF APRIL.

In consequence of our inability to supply the immense demand last evening for copies of *The South*, which exhausted two large editions of the paper, and continued without abatement during the whole of this morning, we are induced, in compliance with the desire of many persons who wish to preserve a correct and connected narrative of the Events of Friday, Saturday and Sunday—to reprint our "History of the Three Days"—the three glorious Days of the Revolution.

#### FRIDAY.

ARRIVAL OF THE TROOPS.

About 11 o'clock on Friday morning, a large body of troops from the North, chiefly from Massachusetts and Pennsylvania, numbering in all some 2,200 men, arrived at the Philadelphia Railroad Station in this city in 35 cars. They comprised 1,200 men from Lowell, Boston, and Acton, Massachusetts, under command of Col. Jones of that State, and 1,000 volunteers from Philadelphia, under General Small. The arrival of these men was anticipated, and in consequence a large crowd, numbering several thousands, had collected in the vicinity of the depot, who vociferously cheered for Jeff. Davis and the Southern Confederacy.

THEY ARE STOPPED BY THE PEOPLE.

About half-past eleven o'clock, a car drawn by horses was seen approaching from the bridge over Jones' Falls, and a general shout was sent up by the crowd in favor of Jefferson Davis and the South.—This car, together with eight others, was allowed to pass unmolested, except that the multitude groaned and hissed at them as they passed. As the tenth car arrived opposite Commerce street, the brake upon the car became disarranged by some means, and the car was consequently stopped, when a man standing upon the sidewalk threw a stone into one of the windows. This was a signal to all assembled, and in an instant the stones were flying thick and fast. The driver of the car, becoming frightened, attached his team to the opposite end and drove rapidly toward the Philadelphia depot, the car being stoned until it disappeared from view. After the lapse of a few moments spent in cheers and groans, the crowd proceeded to tear up the street for the purpose of blockading the track, to prevent the passage of any more of the cars. Picks and shovels were soon procured, and in a short time the entire street, for a distance of about fifty yards, was entirely torn up, the bridges over the gutters were taken up, and the paving stones thrown in large piles in the centre of the track.

About this time some one among the party discovered several large anchors lying upon the wharf near by, and a rush was immediately made to take possession of them. A number of negroes employed as sailors upon schooners hailing from the South, came ashore from their vessels and rendered every assistance in their power, hauling the immense anchors to the centre of the railroad track, with cheers for the "Souf," and "Massa Jeff Davis." By their assistance, some eight of the anchors were piled upon the track. A cart loaded with sand happened at the time to be passing, and it was also seized upon, and being backed up, the contents were spilled on the centre of the track.

THEY ATTEMPT TO MARCH THROUGH.

The troops at the depot finding that it was now impossible for the cars to proceed, resolved to foot it through to the Camden Station.

The order being given by the captains of the various companies of troops, six car loads of them proceeded to alight from the train. As they descended single file into the crowd, they were hustled quite violently, and were hooted at and hissed by all assembled, but finally succeeded in pushing their way, with the assistance of the police, to the footway alongside the depot, where they formed in double file, awaiting further orders.

At this instant a commotion was perceptible on President street, and a man appeared, accompanied by about one hundred others, bearing in his hands a pole having upon it the *Flag of the Southern Confederacy*. As it became visible, a loud shout of enthusiasm was sent up by the multitude, and for several moments the air was rent with cheer upon cheer for the Southern flag. A fellow, who grasping at the flag staff, tore it partially in half, was seized by the throat by the man who bore the flag, and would have been killed by the crowd upon the spot, had the police not saved him from their vengeance.

The shreds of the flag were immediately caught up by the crowd, and being tied upon the staff, was again saluted with cheers. The most bitter taunts were hurled at the troops by those surrounding the flag, many of whom declared that they should march behind it, which they were compelled to do.

The arrangements having been perfected for a march, the order was given, and the whole body made a movement towards President street, when those surrounding the Southern flag made a bold and determined stand, and refused to give an inch to allow them to pass. Finding it impossible to advance, they wheeled around and started in an opposite direction, when cries of "head them off" were re-echoed through the vast assemblage, and a rush was made to the southern end of the depot. At this point they were completely surrounded, and for several minutes it was found to be impossible for them to move in any direction. Finally, however, the body of military were formed into platoons four abreast, when three or four of those in the rear were attacked and separated from their comrades. Here again the police, who were untiring in their efforts to preserve the peace, rushed in, and protecting the men, enabled them to regain their places in the ranks, when the body again made a move, and by their broad front, aided by the police, they forced a passage through the crowd.

As the body moved off, the Southern flag was borne to the head of the ranks, and saluted with cheers. Groans were given for the troops, and the flag was immediately surrounded by about 200 persons, who marched in front of the troops, protecting the flag and compelling the "gallant volunteers" of Massachusetts to march for a distance of two squares behind the *Confederate Banner*.

THE FIGHT.

About one hundred yards from the depot the first attack upon the troops was made by paving stones and other missiles, and one of the Massachusetts soldiers, by the name of Batch, was knocked down and his gun taken from him. The troops now commenced to run, under the pressure of the crowd, and several more of them were knocked down and their arms seized. One of the soldiers here placed himself under the protection of the police, and was taken to the station house.

Meantime the excitement grew apace, and at the corner of Pratt and Commerce streets an immense mob was assembled.

As the troops advanced towards them a tremendous shout of indignation arose and determined resistance was depicted upon every countenance. Almost every man provided himself with a huge paving stone, and as the troops advanced a shower of the stones was poured into them. This had the effect of checking the speed of the troops completely, and for a few moments the citizens were decidedly victorious.

Finding themselves hemmed in, however, the commanding officer ordered them to "fire," and the order was no sooner given than several of the men foremost in the ranks took deliberate aim, and at the first fire a young man named Francis X. Ward, a member of the City Guard Battalion, fell to the earth, pierced by a Minnie ball in the left side of the groin. The remainder of the troops fired in rapid succession upon the crowd in front, shooting several persons. When the young man Ward was shot, he was standing, with others of his acquaintance, upon the pavement, one of whom witnessed the proceeding, and marking the man who fired the shot, he drew his revolver, and taking deadly aim, fired. The soldier fell to the earth, and would have been torn to pieces had the police not interfered. Being carried into a store near by, he was surrounded by several citizens, and it soon became evident that he was dying. Whilst in the last throes of death, he exclaimed, "I have got what I deserve; I left a peaceful and happy home to come here and invade the land of my brother." These were the last audible words he uttered.

A resident of this city was forced by the rush of the crowd into close proximity to one of the soldiers, who raised his gun, and taking deliberate aim pulled the trigger. The cap exploded but the gun failed to go off. The citizen rushed forward, and seizing the musket, plunged the bayonet almost entirely through his body.

The soldier, who was an Irishman, fell to the ground, and was carried to the sidewalk, where he called those around him to bear witness "that he thanked his God, although he was dying himself, that his gun had not exploded, that he never desired this service, and was pressed into it under threats of death; that the people of Baltimore did right, and that the rest of the troops deserved his fate."

The troops now proceeded in a rapid run up Pratt street, but at the corner of Charles were again assaulted and one of their number, named Robbins, from Stonehaven, Mass., was shot in the neck and carried into the drug store of Mr. Hunt, where he received medical attention.

At the corner of Howard and Pratt streets, the flying troops fired a volley without any provocation, and killed the horse of a drayman.

Upon arriving at the station they hurried into the cars with the greatest speed and immediately opened an indiscriminate fire upon the people from the car windows.

THE TROOPS LEAVE THE CITY.

Thirteen cars were then drawn out, which were entirely occupied by troops, and being attached to a locomotive, about a quarter before one o'clock, moved out of the depot, amid the hisses and groans of the multitude. At every point within the city they were stoned, and this was kept up until they were a considerable distance beyond the city limits. The police force were present at the depot in strong numbers.

The train being on its way, the excited crowd made a rush toward the offices of the Baltimore and Ohio Railroad Company, but with what intention we are unable to say. Just at this juncture, Marshal Kane made his appearance, and was immediately called upon for a speech. He ascended the steps of the building of the Railroad Company, amid deafening cheers for "Marshal Kane," and the assurances of those present that they would do whatever he directed. He then exhorted them to obey the laws and wait till they heard the verdict of the true men of Baltimore. The assemblage then dispersed, the greater portion of them going towards Pratt street.

MURDER OF MR. ROBERT W. DAVIS.

After the cars containing the troops had left the Camden station, and as they were approaching the city limits, a group of five gentlemen, one of whom was Mr. Robert W. Davis, of the firm of Paynter, Davis & Co., were standing by the roadside to witness the passage of the train. As the cars passed, these gentlemen, in reply to some menacing gestures of the soldiers, and in utter ignorance of what had

[*Continued on fourth page.*]

FOR THE NORTH, WEST AND NORTHWEST
NORTHERN CENTRAL RAILWAY.
CHANGE OF HOURS.
WINTER ARRANGEMENT.

On and after January 30, Trains leave
CALVERT STATION AS FOLLOWS
The Mail Train daily (except Sunday) at 8.30 A. M. for Elmira, Buffalo, Niagara Falls, Kingston, Scranton, Binghampton, Syracuse, Oswego, Toronto, Quebec and Montreal, and all parts of Western New York and Canada, also, for Pittsburg, Chicago, Cleveland, Cincinnati, St. Louis, and all parts of the West, and Northwest.
For Emmittsburg, Gettysburg, Lancaster, Lebanon, Bethlehem, Allentown, Easton, Reading, Pottsville [illegible], and Chambersburg, Pa., and Hagerstown, Md.
For Green Springs, Owings' Mills, Reis[illegible] of Westminster.
For New York city, with only one change [illegible], and at as low fare as by any other routes.
Travelers can go by this train to Detroit and Chicago, via Niagara Falls, at the same cost as by any other route.
Express Train daily (except Sunday) at 3 40 P. M. for all points North and points on the Western Maryland Railroad.
The Harrisburg Accommodation Train daily at 6 P. M. for the West and Northwest.
Travellers from Washington and the South by the 6.20 A. M., and 3 10 P. M. trains make connection with the trains over this road.
For TICKETS and information, apply at the TICKET OFFICE, Calvert Station, N. E. corner of Calvert and Franklin streets, Baltimore.
JAS. C. CLARKE, Superintendent.
JOHN T. RIGNEY, Ass't Superintendent. ap22

FOR THE WEST AND SOUTH.
THE BALTIMORE AND OHIO RAILROAD
On and after April 14th, 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 5.30 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 4.20 P. M. and Frederick at 4 00 A. M.
THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 11 A. M., and 1 45 and 5 40 P. M., and Ellicott's Mills at 7.40 A. M., and 4 00 and 7 00 P. M.
FOR WASHINGTON AND THE SOUTH
Leaves Baltimore at 4 10 and 8 10 A. M., and 3 10 and 5 00 P. M. On Sundays at 4 10 A. M. only. Leave Washington at 6 25 and 7 10 A. M., and 2 45 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

PHILADELPHIA WILMINGTON AND BALTIMORE RAILROAD
SPRING AND SUMMER ARRANGEMENT.
On and after MONDAY, April 15th, Passenger Trains for Philadelphia will leave PRESIDENT STREET DEPOT daily (except Sunday) as follows, viz:
EXPRESS TRAIN at 6 15 A. M.; WAY MAIL at 9 45 A. M.; EVENING MAIL at 4 45 P. M.
ON SUNDAYS at 4 45 P. M. only. All trains connect with New York Trains except 4.45 P. M., on Saturdays.
A Freight Train, with Passenger Car attached, leaves at 5 00 P. M., stopping at all Stations between Baltimore and Havre de Grace.
From PHILADELPHIA to BALTIMORE at 8.15 A. M., 11 35 A. M., and 10.50 P. M.
DELAWARE RAILROAD FOR SALISBURY AND INTERMEDIATE POINTS.
By leaving in 6 15 A. M. train will connect at Wilmington with 9 40 A. M. train, daily (except Sunday) for Milford, Salisbury and intermediate stations.
NOTICE.—All colored persons, whether bond or free, will be required to bring some responsible white person, personally known to the undersigned, who will be willing to sign a bond to the Company, before they will be taken over any portion of the road.
ap 22 WM. CRAWFORD, Agent.

OLD DOMINION STEAMBOAT COMPANY.
FOR FREDERICKSBURG, VIRGINIA, AND LANDINGS ON THE RAPPAHANNOCK RIVER.
The Steamer VIRGINIA, Captain N. FAIRBANK, leaves Baltimore, from her berth at Needham's pier, Light street wharf, EVERY FRIDAY AFTERNOON, at 4 o'clock, and returning leaves Fredericksburg EVERY TUESDAY MORNING, at 3 o'clock, or immediately after the arrival of the train of cars from Richmond and Washington. Stopping at all the regular Landings on the Rappahannock river going and returning, to land and receive freight and passengers.
THE VIRGINIA
Is comparatively new, and was built by merchants of Fredericksburg and Baltimore, interested in the trade, and by merchants and farmers residing in the counties bordering on the Rappahannock, for the express purpose of keeping a first class steamer on the route. During the winter the forward deck has been enclosed, thus affording complete protection for horses and other live stock. Carriages of all sizes can be taken on board and carried under deck without taking off the wheels. Her stateroom and berth accommodations are large and commodious and her capacity for freight extensive. As a passenger and freight boat she has no superior on the waters of the Chesapeake.
Through freight received in Baltimore, and charges paid by R. J. CAPRON & CO., Bowly's wharf.
Freight received on board of the Steamer Wednesdays and Thursdays, and on Fridays up to 3 o'clock, P. M.
For further information and Blank Receipt of form used by the Company, apply on board, or to
R. J. CAPRON & CO., Agents,
No. 27 Bowly's wharf, Baltimore.
F. SLAUGHTER, President, Fredericksburg, Va. ap 22

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS ON THE SOUTH WESTERN RAILROAD.
The STEAM PACKET LINE 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.
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