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IN THE CITY, single copy, ONE CENT; served by Carriers for *Six Cents* per week, payable to the carriers.

OUT OF THE CITY, single copy, TWO CENTS; one month, *Fifty Cents;* three months, *One Dollar;* six months, *Two Dollars;* one year, *Four 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.

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

Advertisements should be sent in early.

Vol. 1. No. 3. Baltimore, Wednesday Evening, April 24, 1861. **Th. W. Hall, Jr. Editor.**

The South.

SECESSION—NO REBELLION.

III.

Although it is abundantly clear from history as well as from the testimony of contemporary writers, that prior to the Revolution, the only political connexion between the Colonies was by their union under a common Sovereign, and that their Governments were in virtue of their separate charters, still it may be as well to hear what the Colonists themselves had to say upon the subject of their relations with each other and to the British Crown. This we have in the fourth Article of the famous Declaration of Rights, adopted by the first Continental Congress, which met at Philadelphia, on the 4th of September, 1774, and which consisted of deputies from eleven Colonies. After solemnly denying that by their emigration, the Colonist had lost, forfeited or surrendered any of the rights, liberties or immunities of free-born Englishmen, the Congress go on unanimously to declare "that the foundation of English liberty, "and of all free government, is a right in the "people to participate in their legislative council: "and as the English Colonies are not represented, "in the British Parliament, they are entitled to "a free and exclusive power of legislation in their "several provincial legislatures, where their right "of representation can alone be preserved in all "cases of taxation and internal polity, subject "only to the negative of their Sovereign, in such "manner as has been heretofore used and accustomed." Journal of Congress, 1774, pp. 28, 29.

The whole Declaration is to the same effect; and shows conclusively what the first Act of the Congress, which was to resolve that each Colony should have one vote, sufficiently indicates—that they acted separately in all they did. The Declaration begins with the recital that "the good people of the several Colonies of New Hampshire, &c., have severally elected, constituted and appointed delegates;" it contains an enumeration of the rights to which the Colonists were entitled "by the immutable laws of nature, the principles of the "English Constitution, and their several charters "and compacts;" which rights it declares "cannot be legally takem from them, altered or "abridged by any power whatever, without their "own consent, by their representatives in their "several provincial legislatures." Journal of Congress 1774, pp. 28, 29.

An association was at the same time formed and signed, beginning: "We, the delegates of the "several Colonies whom we represent, agree, &c., "for ourselves and the inhabitants of the several "Colonies whom we represent, agree, &c., as follows." Journ. Cong. 1774, p. 32.

The letter to the people of Great Britain was headed in the same manner and signed by the "delegates of the several Colonies," as were also other letters and addresses. Journ. Cong. 1774, pp. 36, 62.

The effect of all these proceedings was distinctly to affirm that the powers of Government were vested in the respective Legislatures of the several Colonies: the Legislature of each Colony possessing separate powers of Government. To deny this and treat the people of the Colonies as one people, is to obliterate all lines of separation, and make one Colony and one Legislative body out of thirteen. In this Congress of 1774, Georgia was not represented.

On the 10th of May, 1775, a second session of the Continental Congress was held at Philadelphia, in which Georgia took no part, until the September following. An address was adopted in July, in which Congress say: "we mean not "to dissolve that union subsisting between us "and our fellow-subjects in the Empire. We "have not raised armies with ambitious designs "of separating from Great Britain and establishing independent States."—Journ. Cong. 1775, p. 138.

In January, 1776, the Provincial Convention of New Hampshire adopted a Constitution which remained in force until 1784, declaring the dissolution of all connection with the British Government, and "assuming that equal rank among the "powers of the earth, for which nature had destined us, and to which the voice of reason and "providence loudly called us."—2 Belknap's History, N. H. pp. 303, 5. 9, 335.

In March, 1776, South Carolina formed a Constitution which all officers were sworn to support "till an accommodation with Great Britain, or "they should be released from its obligation by "the Legislative authority of the Colony."—2 Drayton's Memoirs, pp. 171, 186, 196.

In April, 1776, Congress resolved "that trade "was subject to such duties and impositions as "by any of the Colonies, or by the respective "Legislatures, might be imposed," and directed the same to be communicated to foreign nations.—Journ. Cong. 1776, pp. 117, 25.

In May, 1776, Congress "recommended to the "respective Assemblies and Conventions," the adoption of such governments as in their opinion should "best conduce to the happiness and safety "of their constituents in particular, and America "in general."—Journ. Cong. 1776, pp. 158, 76.

On the 19th of June, 1776, deputies from the cities and towns of Pennsylvania, signified their assent to the recommendation of Congress, and called a Convention to form a Constitution, which met in July, and adopted a Constitution in September, which lasted until 1790.

On the 24th of June, 1776, Congress declared by resolution "that adherance to the King was "treason against the Colony within which the "act should be committed," and recommended to the different Legislatures that laws should be passed for the punishment of treason.—Journ. Cong. 1776. 217, 8.

"That allegiance is the unerring test of Sovereignty—existing in the State to whom it is due, "is a truth too evident to be discussed or denied," is the observation of Mr. Justin Baldwin, one of the Associate Justices of the Supreme Court of the United States.

On the 25th of June, 1776, Virginia in Convention, adopted a constitution declaring the indefeasible right of the people to institute, reform, alter, and abolish government, and that none separate from or independent of that of Virginia ought to be erected or established within the limits thereof, and that the government under the British crown was totally dissolved. This constitution lasted until 1830.

On the 2nd of July, 1776, New Jersey, in convention, adopted a constitution "to become void "on reconciliation with Great Britain," which recited that the royal government was dissolved in all the colonies, and which constitution continued in full force until 1844. Thus, says Judge Baldwin, in his *Constitutional Views*, published at Philadelphia, 1837, and from which the foregoing summary of facts is chiefly condensed—before the Declaration of Independence, there was not a colony in which authority under the British crown was exercised except in warfare; and when Congress resolved that allegiance was due to the several colonies; that treason was punishable by the colony against which it was committed; and that the regulation of trade belonged to the several colonies; it was tantamount to a declaration that they were independent and Sovereign States. Congress had recommended, that all the colonies should adopt governments; four had done so, and in a fifth, a convention for the purpose was called, and had assembled before the Declaration of Independence by Congress was engrossed or signed by a single member. Each colony by the uncontrollable exercise of all the powers of self-government, had in fact become an independent State; five were so by their own declarations of independence in the most solemn manner. No sovereignty did or could exist over them, unless that of Great Britain should be restored by reconciliation, which was not happening, their Declaration of Independence, in their separate conventions, became absolute, and these States were Sovereign and independent, according to the admission of the Supreme Court, in McIllvaine *vs.* Cox, 4 Cranch, 212, in which the Court declare their opinion in that case, to be "predicated upon a "principle which is believed to be undeniable," that "the several States which composed this "Union became entitled, from the time when they "declared themselves independent, to all the "rights and powers of Sovereign States, and that "they did not derive them from concessions by "the British King. The treaty of peace contains "a recognition of their independence, not a grant "of it. From hence, it results, that the laws of "the several State Governments were the laws "of Sovereign States." The effect of the subsequent and merely formal Declaration of Independence, published by Congress, or the 4th of July, 1776, will be considered in a separate article. It is enough to say, that so far in our inquiries, we have discovered not the smallest foundation for the idea of the solidarity of the American people, which is entertained by those who are seeking to prevent a compact between Sovereign States into a consolidated national government, and which underlies any theory of federal powers and obligations by which the Federal Government may attempt to justify any measures of coercion against a seceding State.

HELP WANTED.

While the alacrity with which our whole people, in town and hamlet, and from one end of the State to the other, have responded to the call to arms, is beyond all praise, and while the bravery and self-devotion with which all classes, authorities and people, will join in the public defence, cannot be questioned, it must not be forgotten that after all, when we have done our utmost and our best, we shall still be utterly unable, single-handed and alone, to cope with the immense hosts which the North can send against us. Judging from the accounts in the Northern papers, the whole North is moving in the direction of Baltimore and for the defence of Washington. Everywhere regiments are being enrolled, armed, equipped and sent off with the utmost dispatch. The most distinguished and consistent friends of the South among Northern statesmen—Ex-President Pierce and Daniel S. Dickinson among the number—have been compelled by an overwhelming pressure of popular opinion to declare publicly their adhesion to the measures and policy of the Republican party. A son of Daniel Webster commands the regiment raised in Boston on Sunday! The avowed object of all these preparations is the relief of Washington, and as incident thereto—the capture of Baltimore and the subjugation of Maryland. The articles which we quote in another column, in illustration of the spirit of the Northern press, sufficiently indicate this purpose. Unless, therefore, we can summon aid to our side, we stand in danger of being overpowered by numbers. That our resistance would be an obstinate and protracted one—worthy to be recorded in the brightest page of history—no man who looks into the face of his fellow, and rightly interprets the thought that is written there can for one moment doubt. But suppose the city invested, as it might be, by an army of fifty thousand men—our port closed by asquadron—our communications cut off in every direction. Has it ever occurred to any one how much food is required for the daily consumption of a city of 240,000 inhabitants? Even if we should escape the horrors of an assault, it would require but a few weeks of siege to breed a famine in our streets, and render further resistance unavailing. Ten thousand men, perhaps, resolved upon death or exile in preference to submission, might succeed in breaking through some weaker portion of the enemy's lines, and in making good their retreat to the mountains of Frederick, or the friendly shores of Virginia—but for the rest, the old, the weak, the unarmed, the women and children, there would be nothing left but to capitulate upon such terms as the conqueror might see fit to impose. There is but one way and only one to avert this catastrophe, and to make our defence successful—that is, to unite our fortunes at once—with those of our brethren of the South—to make our cause their cause—our defence their duty and their care. There is no doubt that throughout the South there is every disposition to come to our succor. The stand taken by our people, as unexpected as it was heroic—has awakened the greatest enthusiasm in our behalf, and made our State the pet and jewel of the South—in whose defence she is prepared to pour out blood and treasure, if need be, like water. But it must be remembered, that as yet we are in rebellion simply—still forming part of the United States, although in arms against the Government. As regards the Confederate States—as regards even our sister Commonwealth of Virginia—ours is foreign soil, and no Southern army is likely to set foot upon it—no Southern General would assume command within our State—except upon the invitation of our people, preferred through the proper authorities. How that invitation shall be extended, it will be the business of the Legislature which assembles on Friday to consider. It should be given without delay. It is all very well to talk about waiting for "the inevitable progress of "events," and the danger of spoiling all through too great "precipitation." In an hour like this, we cannot be too "precipitate." The "progress "of events" will have to be "hastened." We do not learn that the enemy is waiting—not even for "events;"—his movements are "events." During Sunday night, six steamers, having on board six thousand troops, sailed from the harbor of New York—their destination understood to be Annapolis, and more were to follow the next day. In the face of these facts, who will say that our "ardor" is unreasonable—or that there can be any danger in "making haste?" We should make all the haste we can—haste to summon our own population to the field, from the mountains to the sea—haste to call our brethren of the South, with their great leader at their head, to our rescue.—Then there will be no need to doubt that glorious victory will crown our arms, and that the tide of invasion, which now threatens to engulf us, will be rolled back long before it can reach us. There is a law of necessity in the present condition of affairs, which must override all statutory doubts and scruples.

Travel by Water and Land.

In consequence of misapprehension on the part of some persons in relation to the orders about the departure of steamboats and carrying provisions from the city, General Trimble yesterday issued the following:

Notice to the Citizens of Baltimore:—It is important to correct the many misapprehensions which prevail in the city in regard to the restrictions put upon trade and intercourse by land and water; and with the view of having the same plainly understood by the community, the following information is given:

"*Steamers.*—No *absolute* restriction has been put upon the departure of steamers in all cases; but no more will be allowed to leave the city without special permits for each trip.

"*Bay Craft and Railroads.*—No restriction has been placed upon the departure of vessels engaged in the commerce of the bay, or in the coasting trade on the seas: provided such vessels shall not take from the city munitions of war, blankets, saltpetre, sulphur, flour, bacon, salt beef or pork, and anthracite coal.

"It is, however, understood that all vessels may supply themselves with provisions for the voyage, and that small supplies of the same may be taken, by steamers or by sailing vessels, for domestic consumption in this State, or along the waters of the Bay to the Capes.

"The same restriction is placed upon railroads as to the articles above enumerated. Droves of horses are also prohibited from leaving the city.

"*Private Travel.*—No restrictions have at any time been placed upon the voluntary movements of private citizens, to or from the city. All, as they should be, are allowed to come and go at their pleasure.

"Every one may exercise his own judgment as to his personal safety in the city, but I cannot avoid saying that I think it simply ridiculous in any one to to leave the city under the belief that his personal safety may be endangered here either by a foreign enemy or by domestic disorder. I feel sure that all classes of the community will zealously co-operate with each other in the preservation of the public peace and safety, and will bear themselves in the present crisis as true sons of Maryland Respectfully,

I. R. TRIMBLE,
"Commanding."

PROCEEDINGS OF THE CITY COUNCIL.

(ANNUAL SESSION.)

FIRST BRANCH, *Tuesday, April* 23d, 1861.—Mr. Meyers offered the petition of Messrs. Coleman & Cleveland for permission to use a portion of the sidewalk in front of their premises; referred. Mr. Crout presented the petition of H. Shultz for the payment of a claim; referred. Mr. Chase presented a resolution authorizing J. W. Maxwell & Son to erect a verandah, &c.; adopted. Mr. Allen presented the claim of C. S. Willett of $105 for an iron safe for the collector's office; referred. The resolution authorizing the erection of new fish stalls at Centre Market, and the removal of the fish market at Hollins market was adopted. The resolution authorizing the city commissioners to place flagstones across Chew street at its intersection with Gay street, across Eden at its intersection with Gay and Chew streets, north side Gay street where it intersects Eager street, across Caroline at its intersections with Eager street, across Eden street where it intersects Eager street, across Chase street where it intersects with Caroline street, across Biddle street where it intersects with Eden street and where it intersects at Canal street, and across Somerset street, where it intersects with Ch[illegible] giving the regular wages for one-half day for cleaning Saturday night markets, &c., was passed. The resolution authorizing Messrs. Burns & Sloan to continue in use their pier on Light street wharf, &c., was discussed and then laid on the table. The ordinance making appropriations for the support of the city government for 1861 was further amended by adding the appropriations of $32,918 for the improvement of Jones' Falls, and $3,000 for opening Webster street, $5,000 for new fire plugs, and $100 for Franklin Square. The appropriation for discount for prompt payment of taxes was fixed at $20,000. The ordinance was then passed. The ordinance to repeal ordinance No. 88, approved September, 1860, relating to the passage of butcher and other wagons during market hours at Centre Market, was passed. The ordinance levying a tax for the repairs of highways and bridges was received from the second branch, with an amendment, which was concurred in. The resolution to authorize C. J. Monmonier to improve bath house, &c., was received from the second branch and concurred in. Mr. Brown offered a resolution providing for the removal of a fountain on Calvert street, near Bath street; laid over. Mr. Brown offered a remonstrance from property holders on Fayette street, against widening said street between Calvert and Holliday streets; referred. Mr. Brown offered a resolution providing for large fire plugs on the northwest corner of Fayette and Aisquith streets, southeast corner of Gay and Aisquith streets, and on the northwest corner of Orleans and Aisquith streets; laid over. The resolution discharging the committee from the further consideration of the proposition of Thomas Lester, and another to build an addition to Lexington market, and to receive in payment therefor the proceeds of sale of the butcher stalls in said addition, was adopted. The branch adjourned to Thursday next, at five o'clock.

SECOND BRANCH.—Branch met. Present, Charles J. Baker, Esq., president, and a quorum of members. Mr. Robb, from the committee on water, reported a resolution against placing a pump in front of St. Bridget's Church, Canton, which was adopted. Mr. Swindell called up the resolution to give to the Steam Ferry Company the use of the wharves at the lower end of West Falls avenue and Great Hughes street, which was slightly amended and passed. A resolution making an appropriation of $1,200 for repairs of the drawbridge at the mouth of Jones' falls was received from the first branch and read. Mr. Miller moved to amend that the sum shall come out of the appropriation of $11,000 already made for cleaning the back basin, which was passed by the following vote:

Yeas—Messrs. President, George, Wilson, Alricks, Miller, Robb, Swindell, Higgins—8.

Nay—Mr. Dean—1.

The resolution as amended was then passed. A resolution to authorize C. Leutbecher to retain in use a frame shed attached to Washington Hall was received from the first branch, read and passed. A resolution to allow Thos. J. Cochran & Co. to reconstruct an ice house at the mouth of Union dock was received from the first branch, read and passed. Adjourned.

PRESIDENT JEFF. DAVIS.—Cratts J. Wright, Esq., who was a classmate and roommate of President Davis—graduating at West Point at the same time—has communicated to the press some of the traits of character of the distinguished Mississippian. He says of him:

President Davis is a gentleman—cautious, quiet, firm—acting decisively. The natural inclination of the mind of President Davis is to military affairs. As Secretary of War he had large experience. In the line of his duty he has made himself thoroughly acquainted with the capacity of the country—its lines of attack and defense, the power of the forts, depots and stations. While performing his duty as an officer of government, he knew no party—he would know nothing but efficiency and ability in the performance of his duty or appointment to office. He left his position without a shadow of a charge. He will not *now* know anything but efficiency. He will surround himself only with those who are competent. I know the most of the prominent officers about him to be the most efficient in the service.

A SHOULDER-HITTING REGIMENT.—A gentleman of this city, Mr. John R. Ford, well known for his strong Union sentiments, is prepared to contribute one thousand dollars, as the nucleus of a fund for the support of a regiment, 1,000 strong, composed of men of muscle, who can hit straight from the shoulder, and who would be willing to depart for Baltimore, and keep open communication between that city and Washington. As waiting for muskets and other military equipments would be likely to delay their departure, they are to be armed with no other weapons than revolvers, clubs, &c. The regiment must be ready to leave by Monday noon. Up to that time additional subscriptions to the fund will be received at the counter of this and other newspaper offices. When such a regiment, duly organized by the time mentioned, starts for its destination, the money will be placed in the hands of its paymaster.—*N. Y. Times.*

RESIGNATIONS.—The following officers of the army and navy have resigned within the past few days:

Col. J. Bankhead Magruder, of the light artillery, who has gone to Virginia; Capt. Geo. A. Magruder, of Virginia, (navy,) chief of Bureau of Ordinance and Hydrography; Captain Franklin Buchanan, of Maryland, commander of Washington navy-yard; Capt. Wm. McBlair, of Maryland, stationed at Washington navy-yard; Lieut. J. W. Bennett, of Maryland, stationed at naval observatory; Lieut. Edward Lloyd Winder, of Maryland, stationed at do.; Lieut. Robert D. Minor, of Va., stationed at do.; Lieut. John Brocke, (navy,) of Virginia; Lieut. Wm. L. Powell, (navy,) of Virginia; Lieut. Henry A. Lewis, of Virginia, Washington navy-yard; Lieut. Charles C. Simms, of Virginia, do.; Frederick Van Bibber, (assistant surgeon in the navy,) of Maryland, who has accepted a position in the navy of Virginia.

RESIGNATIONS AT THE NAVAL ACADEMY.—Yesterday, when the Massachusetts troops arrived at the Naval Academy, at Annapolis, *en route* for Washington, the following officers and midshipmen tendered their resignations, and to-day are in the city awaiting to be paid off:

W. H. Parker, Va.; W. P. Buckner, Ark.; J. T. Wood, Md., lieutenants. Wm. H. Harwood, Md., professor. J. E. Fisk, Vt., J. M. Spencer, Md., first-class midshipmen. H. B. Tyson, Pa.; G. A. Howard, Tenn., M. M. Benton, Ky., J. H. Rowland, Ky., H. B. Littlepage, Va., T. L. Moore, N. C., second-class midshipmen. R. S. Floyd, Tennessee, W. W. Hutler, Va., H. C. Holt, Tennessee, A. S. Worth, Va., R. A. Canum, Va., F. T. Chew, Missouri, J. P. Claybrook, Mo., D. Carroll, Md., third-class midshipmen. D. Trigg, Va., H. Cook, Va., O. A. Brown, Va., —— Va., fourth-class midshipmen.

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ORDERS FOR THE PAPER

AND ADVERTISEMENTS

RECEIVED AT THE

OFFICE OF PUBLICATION.

THE USUAL DEDUCTION MADE IN FAVOR

OF NEWSMEN AND AGENTS.

ALL LETTERS TO BE ADDRESSED TO THE

EDITOR OF THE SOUTH.

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 Sundays) 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, Carlisle, and Chambersburg, Pa., and Hagerstown, Md.
For Green Springs, Owings' Mills, Reisterstown and Westminster.
For New York city, with only one change of cars, 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 2.10 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. ap 22

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 8.30 A. M.; Express daily at 2.45 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 4.30 A. M.
THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 11 A. M., and 1.45 and 6.40 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 4.00 and 8.10 A. M., and 3.10 and 5.00 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.20 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 3.00 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 9.46 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 5 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. [illegible] and berth accommodations are large and [illegible] ger and freight [illegible] 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 or form used by the Company, apply on board, or to
R. J. CAPRON & CO., Agents,
No. 97 Bowly's wharf, Baltimore.
P. SLAUGHTER, President, Fredericksburg, Va. ap 22

NEW FREIGHT ROUTE
TO LYNCHBURG,
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 South-western Railroads with great expedition, at rates as low as any other route.
For rates and other information apply to
CHARLES WORTHINGTON,
ap 22 Commerce street Wharf.

FOR FREDERICKSBURG,
AND LANDINGS ON THE RAPPAHANNOCK RIVER.
The Steamboat VIRGINIA, Capt. NOAH FAIRBANK, leaves Baltimore from her wharf on LIGHT STREET, foot of Barre street, EVERY FRIDAY AFTERNOON, at four o'clock. ap 22

FOR WASHINGTON, ALEXANDRIA, GEORGETOWN AND THE POTOMAC RIVER LANDINGS.
The Steamer COLUMBIA, Captain JAMES HARPER, will leave Commerce street wharf on SATURDAY AFTERNOON at four o'clock, stopping at her accustomed Landings on the Potomac river.
Freight received from Friday morning until three o'clock on Saturday. ap 22 CHAS. WORTHINGTON, Agent.

FOR ANNAPOLIS, WEST AND SOUTH RIVERS.—Steamer CECIL leaves Light street wharf on every WEDNESDAY and SATURDAY MORNING, at 9 o'clock, returning Thursday and Monday—leaving South River at 7 o'clock and West River at 9 o'clock, direct for Baltimore. WM. T. RICE, Captain.
P. S.—For Sassafras River every Tuesday and Friday morning at 7 o'clock, returning same day, leaving Georgetown at 12½ o'clock. ap 22

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. THE ADAMS EXPRESS CO.
Baltimore, March 30, 1861.

FOR THE PATUXENT RIVER.
The steamer MARY WASHINGTON will resume her route to the Patuxent River, commencing WEDNESDAY, February 6th, and continue every Wednesday thereafter until further notice.
MASON L. WEEMS, Master.
The steamer GEORGE WEEMS will leave her wharf every SATURDAY MORNING, commencing March 16th, for the same place. THEO. WEEMS, Master.
N. B.—Tobacco landed at either No. 1 or 2 Tobacco Warehouse, as shippers may desire.
All freight must be prepaid. ap

NOTICE.
FOR NORFOLK AND THE SOUTH
(DAILY (EXCEPT SUNDAY.)
The Bay Boats leave the foot of Concord street for Norfolk, Portsmouth and the South, at 4½ o'clock, P. M. The Steamer ADELAIDE leaves EVERY MONDAY, WEDNESDAY and FRIDAY, and the large and commodious Steamer LOUISIANA every TUESDAY, THURSDAY and SATURDAY.
ap 22 M. N. FALLS, President.

FOR FREDERICKSBURG, VA.,
AND LANDINGS ON RAPPAHANNOCK RIVER
The Baltimore and Fredericksburg Steamboat Company's new Iron Steamer LOGAN, W. B. Kirwan, Captain, leaves Baltimore from her wharf, foot of South street, every TUESDAY, at 4 o'clock, P. M.
For information, freight or passage, apply to
JOS. WHITE, Agent,
Foot of South street, Baltimore, or
ADAMS & FRENCH,
ap 22 Agents at Fredericksburg, Va.

MANUFACTURED TOBACCO.

POUNDS.
Christian's Comfort, M. E. Jones, Excelsior, La Pinta, Russell & Robinson, Dulcelmello, J. Anthony, C. Carroll, Hobson's Choice, Quilman, Creole, J. Rosby, C. H. Armistead, H. Colvin, J. D. Perrine, T. J. Wilson, W. C. Morton, G. W. White, Granger, Lindsay, Reid, Prune, Eutora, Dan'l. Gaston.

HALF POUNDS.
Widow Hughes, National Guard, Carnation, G. F. Royall, Nation's Pride, Pine Apple, Whangdoodle, Sir Francis Drake, Paulin Byrd, Talisman, Fairy Queen, Our Choice, Buffalo, Osceola.

FIVES AND TENS.
W. H. Smiley, J. W. Priddy, W. A. Stuart, G. F. Royall, Pine Apple, Peerless, A. F. Crutchfield, C. B. Pearson, Whangdoodle, Russell & Robinson, Alexander, A. C. Turnley, J. Eldridge, Colwell, Simon Poe, City of Richmond, Penn, J. A. Brock, R. F. Reppe, Belcher's Quid, Morris Addison, Kaime, Robinson & Co., Isaac Newton, C. P. Johnson.

TWISTS.
T. A. Barber, E. D. Withers, Fanny Fern, Continental, Cromwellia, Catawba.

Rough and Ready, in ⅛ kegs.
Celebrated Killikinick Smoking Tobacco Dewberry Spun, Powhatan Pipes and Smoking Tobacco in bbls, in store and for sale by ARMISTEAD, RIGGS & CO.,
ap 22-1y 87 Exchange Place.