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The South.

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Th. W. Hall, Jr. Editor.

Vol. 1. No. 5. Baltimore, Friday Evening, April 26, 1861.

The South.

SECESSION—NO REBELLION.

After their separate independence was proclaimed on the 4th of July, 1776, the thirteen States remained towards each other, as they were before as Colonies; they did not directly alter their relations; the same delegates from the Colonies acted as the representatives of the States—so declared themselves, and continued their session without new credentials. The Colonies had not declared themselves free and independent States, by substituting Congress in the place of king and parliament; nor by the people of the States transferring to the United States that allegiance they had owed to the crown; nor by making with the State or nation of the United States, a political connexion similar to that which had existed with "the state of Great Britain."

In October, 1776, Congress directed that every officer should make a declaration in the following form: "I do acknowledge the thirteen United "States of America, namely, New Hampshire, "&c. to be free, Independent and Sovereign "States, and declare that the people thereof owe "no allegiance to George the Third, King of "Great Britain." Journ. Cong. 1776, p. 400.

On the 12th of June, 1776, a committee was appointed by Congress to prepare a plan of treaties to be proposed to foreign powers. In September, the Committee reported, and the report was approved. The treaties, commissions and letters of credence given to the commissioners, were in the name of "the thirteen United States of North America, to wit: New Hampshire" &c. naming them. 2 Secret Journ. 7. In the treaty of peace with Great Britain at the close of the war, "His Britannic Majesty acknowledges the "said United States, to wit: New Hampshire" "&c. naming them "to be Free, Sovereign and "Independent States."

In November, 1777, Congress agreed on the frame of the articles of confederation, and in a circular letter addressed to the respective Legislatures of the States, refer the subject to them, as "so many Sovereign and independent com-"munities," and "to each respective Legisla-"ture it is recommended," to invest its delegates with competent powers, in the name and behalf of the State, to subscribe articles of confederation and perpetual union. The articles, however, were not signed or ratified by any of the States until July, 1778. Delaware did not accede to them until 1779, and Maryland, which at first explicitly rejected them, stayed out until March 1st, 1781, almost the close of the war. The articles of confederation were adopted not by the people of the States, nor by a Convention of the people, but by delegates, who were the representatives of the respective State Legislatures, who were expressly named as the constituents who had authorized them to be ratified and confirmed.

An examination of these celebrated articles in detail would be beside our present purpose: a reference to two or three of the more important provisions will sufficiently illustrate the character of the Confederation which they established. By the second article, "each State retains its Sover-"eignty, freedom, and independence, and every "power, jurisdiction and right," which is not expressly delegated. By the third article, the several States bind themselves, "to assist each other, "against all force offered to, or attacks made upon "them, on account of religion, sovereignty, trade, "or any other pretence whatever." By the ninth article, it is provided that no question, "except "for adjourning from day to day," shall be determined, unless by the votes of a majority of all the States. To some more important measures the assent of nine States is required. Finally, it is stipulated that the articles "shall be inviolably "observed by every State;" that "the Union "shall be perpetual;" and that no alteration shall be made in the articles except it "be agreed to by "a Congress of the United States, and be after-"wards confirmed by the Legislatures of every "State." The adoption of the present Constitution, therefore, furnishes the first practical illustration of the right of Secession. In spite of their solemn agreement to "observe inviolably" the articles of confederation; that the "Union "should be perpetual;" and that no alteration should be made in the articles without unanimous consent, in ten years from the date of their ratification, Seven States seceded from the Union, and formed a new compact, leaving Rhode Island and North Carolina, who at first refused to adopt the present Constitution, to shift for themselves. Nor do we find in the various discussions to which this change of government, at the time, gave rise, that the right of these States to secede was ever called in question; while, it is certain that among the most active and influential promoters and advocates of Secession were the wisest statesmen and purest patriots of the day—Washington, Madison, Hamilton, Adams and Jay

THE SHIELD OF COURAGE.

Jomini, the celebrated military writer, who fought in the wars of Napoleon, both in his service and in that of Russia, in his treatise on "The "Art of War," says: "the qualities most essential "for a General-in-Chief, will ever be: *A great "character, or moral courage which leads to great "resolutions; the sang-froid or physical courage "which predominates over dangers*, knowledge "appears but in third rank: it were blindness not "to acknowledge that it will be a powerful auxil-"iary."

These are the attributes which lift a leader above panics, and enable him with cool and resolute energy to organize and wield his forces, so as to gain victories over fanatic hordes, and make even a retreat the sure means of dispersing the undisciplined numbers who rush on him with no well-considered provision for supplies and transportation. These were the attributes which gave success to Wellington over the hordes of India.

Communities are sometimes called upon *en masse* to act as Generals When inspired by the real qualities of the heroic leader, they achieve the same results. The peasants of Spain, of Switzerland and La-Vendee, have held up the Shield of Courage over their homes and firesides. Their only strategy was "courage"

Men of Baltimore and Maryland, can you not find in your hearts this great armory and breastwork? What appals you? Surely not the militia rabblement which is sought to be set in motion by the Printer-Generals of the North. You saw, many of you, these soldiers who threaten to approach you with fire and sword; they were a spectacle of pity to you at Cockeysville, in a single day after the interruption of their supplies. Rise then to the occasion. Engirdle your city with men and earth-works. You have plenty of labor to employ. In a few days of brave resolution, supported as you will be by a loyal Legislature, a firm raise before your sacred, your property and lives, that sure defence—The Shield of Courage.

This is defence—self-preservation, intelligent to perceive—the promptitude that is requisite to hurl back the mob, which the *Tribune*, the *Herald* and the *Times* of New York are seeking to incite to break through all military control and to rush upon your city as fanatical avengers, as incendiaries and robbers. Be brave—be cool—be quick and you are sure to conquer.

The Philadelphia *North American* and *Gazette* of the 24th, the leading Republican journal of Philadelphia, describes your coming assailants:

Lincoln's Ragged Regiments.

(*From the Phila. North American. April 24th.*)

It is greatly to be feared that the raw troops we are hurrying forward to the seat of war are not likely, from the condition they are in, to reflect much credit upon their State or prove very serviceable as soldiers. At Camp Curtin, near Harrisburg, we are told by a gentleman who had just returned from there, all is disorganization, and the gathering has more the appearance of a mob than an army. If the country companies and regiments which have passed through Philadelphia may serve as fair specimens we should judge this report to be true. After midnight on Monday they fired off guns as they marched through the streets of our city. We saw several companies. They had arrived in the city during the night, and had nothing to eat since leaving Harrisburg. When we saw them they were discontented, insubordinate, and swearing at the city, their officers and everything else. They had each man a loaf of bread stuck on his bayonet, that being the only way they could carry their next meal, as they had no knapsacks. A blanket was slashed around the body, and some had what seemed like a satchel hung at the side, which we took to be either a pouch for cartridges or a place to put a ration of meat. Others had no cartridge pouch at all, and on being asked pulled their cartridges out of their pockets, which seemed to be stuffed full of them. One man told us that he had been furnished with no ration since he left his home in Huntingdon.

A number of companies from Schuylkill looked as though taken fresh from the mines, hands and faces being blacked with coal dust. Indeed, all of them might be regarded fairly as the great unwashed, whether coming from Schuylkill or anywhere else. As for uniform, we did not see the slightest pretence at it among any of these men. One German company had not even arms. Several companies had no drummers, and there was one regiment so completely disorganized that the men could not tell the names of any of their officers except the Colonel. Inquiries for the quartermaster seemed to be fruitless, as there appeared to be none, and yet there were over six hundred men in this regiment, commanded, too, by a member of the Legislature.

This is the sort of material of which the regiments from the interior are formed. In most cases they are totally ignorant of the organization of battalions, regiments and brigades, and we fear very much that half of them have not proper regimental officers to provide for their wants. We are aware of the difficulties surrounding so great a task as the uniforming, arming and provisioning of such masses; but it is surprising that no adequate arrangements have been made here to supply these poor fellows with food or quarters. On Monday night, a company from the interior, in a famished state, excited the commiseration of Lieut. Paullen, of the Seventh ward police, so that he took up a subscription among the spectators and raised about forty dollars, with which a good meal was given to every man. A splendid one! Western Pennsylvania, raw, rough, famished and clamorous, marched into the Continental Hotel at midnight and ordered supper. The servants were all abed, no food was cooked and no orders had been received to feed these men. Nevertheless, the humane proprietors of the hotel hurriedly got together ham, bread, etc., with a view of sending it to the railroad depot, whither the men were to be marched. Scarcely had these provisions made their appearance when they were seized and divided out among the starving multitude of soldiers, each man taking a ham, a sausage, a loaf of bread, or whatever else he could lay hands on.

When we saw the state of these men, we could not help appreciating the wisdom of the decision of Major General Patterson, when he announced that the men of his division should not march until they were properly provided for. Our men are stalwart fellows, full of fight; but Philadelphia will not take up the line of march again to be helplessly slaughtered. Col. Lewis' regiment paraded yesterday. It is very strong in numbers, and the men are generally stout, well made, muscular and soldierly. If they had uniforms and accoutrements, they would be as formidable a body of soldiers as any regiment in the field. But no one feels as much like a soldier when out of uniform as he does when in it. There is a pride in the cloth which is no mean part of the spirit of an army. Pennsylvania owes it to herself to have all her men uniformed and well armed and accoutred, as well those who have already gone as those now here.

We have abundance of money, credit and working capacity to do this, and we trust it may be done promptly. The shocking want of organization of regiments and brigades, and the absence of discipline and competent officers, we must confess, surprised us very greatly. Uniforms cannot supply such things. Our city troops are being thoroughly officered and trained, and in Generals Patterson and Cadwalader they have capable and experienced chiefs. But what is the matter with the field officers who have charge of the troops from the interior? They have either done nothing or the work is too much for them. There is something more serious on hand now than mere holiday parades. The task of moulding these raw bodies into perfectly trained soldiers is one calculated to call forth the energies of even the most experienced officers. We do not mean to censure anybody at this time, but it is painfully evident that there is a great and grievous neglect somewhere. It is not too late to remedy it, and we therefore earnestly urge upon the Governor of the commonwealth to call the generals and regimental officers to account for the lack of discipline and organization, and the quartermasters and commissary generals for the deficiency of clothing accoutrements and provisions.

From Washington.

Since the interruption of intercourse between this place and Washington, we are compelled to draw most of our information from that point from Northern sources. Mr. Cornelius Wendell, well known as the former Printer of Congress, arrived at Philadelphia, on Tuesday night, having left Washington on Monday evening. We quote his repeated statement, as found in the New York *Tribune*:

"Mr. Wendell says that he went to the office of the Quartermaster-General, and examined personally the ration list, from which he learned that the total number of men under arms on Monday was eighty-two hundred. The force was considered by many sufficient for the protection of the city for the time being, while others were exceedingly anxious for the arrival of an additional force. At Alexandria, and on the heights overlooking the city, it is estimated there are about 8,000 troops. Martial law has been proclaimed at Alexandria, and there is no passing allowed at the Long Bridge.

The President has been repeatedly urged to declare martial law in the District, and several times it has been decided so to do, though up to Monday it had not been. The Secretary of the Interior is responsible for the statement that on Monday the President would, without doubt, resort to that extreme measure, as the necessity for it was too apparent longer to be neglected.

The Secessionists have erected barricades at the White House, a place about two miles below Mount Vernon, and also at Indian Head, some twenty miles lower down, which latter is said to be one of the most desirable points on the river. On Sunday, heavy cannonading from the direction of Fort Washington was heard, and all the people in Washington rushed toward the Navy Yard to ascertain the cause. It could not be ascertained, however, whether it was from the fort or from the Pawnee.

Ladies and children are being sent away rapidly from Washington. The Secessionists declare their intention of seizing the Capital this week, and Mr. Wendell says that they seem determined to try it. He went by railroad to Baltimore, and found that city in the hands of a mob.

Mr. Bartlett furnishes the *Tribune* with the following information:

"Mr. B. states that the greatest excitement prevailed at Washington, and the Government considered the city in serious danger. The Capitol was surrounded by defenses and guarded like a fortress. The authorities had provisioned it with several thousand barrels of flour. Flour had risen to $16 a barrel, and everything else was dear in proportion. No supplies whatever were brought in either from Maryland or Virginia.

No volunteers had then reached the city except the unarmed Pennsylvania Regiment that arrived on Wednesday and the Massachusetts Regiment that forced its way through Baltimore. The whole force under arms was only about 4,500, including 700 or 800 regulars and about 2,500 citizens of Washington, one-half of whom were probably at heart Secessionists.

Ben McCullough was at Alexandria, nine miles from Washington, with 2,000 troops, encamped in a wood near the city. The Government had destroyed the bridge over the Potomac at Little Falls, seven miles above Washington. Cassius M. Clay has nearly 500 men under arms, who were doing good service as patrols. On Sunday the Government sent a steamer down the river with a heavy battery. The object was not known at Washington.

From the North.

The pony express which Mr. Henry Taylor, the periodical dealer, Sun Iron Building, is now daily running between this city and Havre-de-Grace, and thus communicating with the entire North, is a great public accommodation to the citizens of Baltimore and the press. We received by it last night the Philadelphia papers of yesterday, and New York papers of Wednesday, from which we copy the following:

The New York *Tribune* says that the *Reverend French S. Evans, of this city, is in Philadelphia. He proposes to return to Baltimore so soon as he can obtain a military escort.*

The *Tribune* nominates as Major Generals in the U. S. Army, Senator Wade of Ohio and Col. Fremont.

On Tuesday morning, about six o'clock, a friend of Capt. Berry, formerly captain of the Charleston steamer *Columbia*, went down to pier four, North river, and found an excited crewd of people in that neighborhood. They were mostly countrymen of the captain, Irishmen, and were breathing vengeance against him for his well-known sympathy with the South.

The gentleman alluded to became satisfied from their threats that the crowd was waiting for the captain, and that there was danger of the application of lynch law. He accordingly went aboard the vessel and advised Mr. Berry to leave immediately, but he at first refused to do so. At last, however, he seemed to have been convinced that discretion was the better part of valor, for he took passage in a steam tug, and left for parts unknown.

Remarkable as was the ovation at the departure of the Seventh regiment, it was, if possible, surpassed on the occasion of the departure of the Sixty-ninth. It seemed as though every man, woman, and child of Irish descent, to say nothing of the ten thousands of Americans, was in the street to cheer them off. Broadway, from Bleecker to Canal street, and Canal street to the wharf, was literally packed with human beings. The chaplain of the regiment is Father Clarence Walworth, a son of the venerable ex-chancellor, and one of the most eloquent clergymen of the Catholic Church in the country. The chaplain of the Seventh, Rev. Mr. Weston, of Trinity church, is one of the ablest ministers of the Episcopal Church in the diocese.

E. Delafield Smith, the new United States District attorney for this city, appointed by Mr. Lincoln, on Wednesday notified all the banks here that for the present they must not transmit in coin or bullion, or by letters of credit or draft, or in any other way, directly or indirectly, any moneys to banks or individuals of the Southern seceded States. All offenders, he added, would be prosecuted for treason. Mr. Smith subsequently acknowledged that he made a *faux pas*, and lost no time in rectifying it. This was done in the form of a circular to the banks revalling the edict.

The United States steamer *Corwin*, under the command of Lieut. F. M. Brasher, has been stationed in the Narrows; the *Vixen*, Lieut. Phelps, at Throgg's Neck, and the *Bibb* at the Kills, under the orders of the surveyor, for the purpose of intercepting any suspicious vessels that may attempt to leave the harbor. The guns of these vessels will command the channel at all times.

The steamer *John R. Thompson* and the schooner *Alice Gibson*, both bound to Baltimore, were boarded by inspectors Isaacs and Archer before they left, and a strict inspection made of their cargo. Nothing was found on board contraband of war.

The New York police are daily engaged in seizing fire-arms, &c., intended for shipment to the South.

General Wool has dispatched special couriers to Washington, urging the Government to call instantly to the field one hundred and fifty thousand men. His quarters at the Astor House are thronged with military men, asking advice or receiving and executing orders.

The largest subscription made to the patriotic fund of New York city by one individual is by A. T. Stewart, who wrote opposite his name *ten thousand dollars*. He also continues the salaries of such clerks of the establishment as may enlist for the campaign.

George G. B. Bernard, judge of the Supreme Court, has accepted the lieutenant colonelcy of the California regiment, commanded by Col. E. D. Baker. He resigns his judge-ship.

Orders have been received at the Philadelphia navy-yard to fit out with all dispatch the United States frigate *St. Lawrence*, and workmen were immediately set to work on her. This frigate is one of the fastest sailers among our old sailing ships. She carries a battery of fifty guns, of thirty-two and sixty-eight pounds calibre, and a crew of 500 men. She was last employed on the Brazil station as a flag-ship. One hundred men are now at work on her. This frigate is now ready for a cruise in six weeks' time.

The Evening *Bulletin* states that Col. Fremont has arrived from Europe, and informed a gentleman in Philadelphia that 270,000 stand of arms have arrived in New York for Philadelphia, and that 250,000 more more are on their way. The same authority also states that the federal authorities in Philadelphia have completed arrangements by which they can move *ten thousand* troops per day from that city to the scene of warlike operations, and are therefore prepared to receive them as fast as they can come.

Mayor Wood, on behalf of the city of New York, formally welcomed Major Anderson at the Governor's Room on Tuesday, where he was visited by several thousand of our citizens. He then proceeded to Columbia College, and raised an American flag, in the presence of the Faculty and a large number of distinguished individuals.—Brief speeches were made by ex-Governor Fish, President King and others.

Twenty cases of rifles were received at the Adams Express office in New York on Tuesday, directed to the Mayor of Wilmington, Delaware. The agent of the Express Company refused to forward the arms until an order was procured from the President of the Metropolitan Police Board authorizing their shipment.

The Philadelphia *Enquirer*, urges that the manufacture of powder in Maryland for the South should at once be stopped. The same paper notices the arrival of the schooner *Lennox*, Captain Beard, from Newbern, N. C., who reports that place to be strongly for Secession. He left in order to avoid the seizure of his vessel.

It is stated that most of the shipping houses of New York, in the West India trade, are sending their vessels to sea, now well provided with "swivels" and "pivots." A letter from New York on the 24th says: Dr. Robert Sabo was arrested to-day for high treason. The charge preferred against him is enlisting troops for the C. S. A. Daniel Fish, alias Philip Fasley, was also arrested for the same offence, for furnishing fire arms and munitions of war to the Southern Confederacy. Both have been committed for examination.

The members of the New York Yacht Club are taking into consideration the propriety of tendering some of their craft to the Government, to be used as despatch boats.

One of the Philadelphia papers says that the captain of a vessel just arrived there, reports that he was attacked by pirates in the Chesapeake, and narrowly escaped. Noticing the organization of the Ducking Club in Baltimore, under Wm. McDonald, the paper referred to attributes the attack to this organization. This is another sample of Northern misrepresentation.

The Federal Government have chartered thirty-one propellers at Philadelphia, and four were loading with provisions for Annapolis, and would leave there yesterday morning.

Two guns, one 12-pounder and one howitzer, belonging to the Fourth Regiment, reached Philadelphia Wednesday evening from New York, by orders of Gen. Patterson. They had ammunition for 500 rounds, and left orders for 500 more to be sent on after them. Their destination was not known.

LATER FROM CALIFORNIA.

Arrival of the Pony Express.

Fort Kearney, April 24.—The pony express with San Francisco dates to the 10th instant has arrived. The ship *Mary Whitridge*, of Baltimore, sailed from San Francisco on the 9th for Hong Kong, carrying assorted merchandise valued at $47,000, and $150,000 in gold and silver. The steamship *St. Louis* sailed on the 10th for New York.

Money comes in scantily at San Francisco. Coffee is the only article in demand, and this activity is owing to anticipations that principal holders are about to establish an advance in prices.

Theodore Payne, a prominent citizen of San Francisco, returned from New York, died on the 9th of Panama fever.

Lady Franklin and niece have sailed for Honolulu, to proceed thence to Australia, India and home.

The California Legislature has been very industrious this week, passing a great number of bills of local interest, the most important one being for the reclamation of swamp lands of this State. The funds in the State treasury are again very low. An act to prohibit lotteries and gift enterprises passed.

There was great danger of an overflow at Sacramento city on the 8th and 9th. The river had risen near twenty-two feet above low water mark. The levee on the lower front of the city began to break away. The alarm bells of the city were rung to call the people to the rescue, and hundreds of men went to work to stop up the breach, which they finally succeeded in doing by sinking a hulk and employing railway carts to convey cobble stones in large quantities to fill up the crevasse. An overflow at Sacramento would seriously damage millions of property.

There has been great excitement in Santa Clara county during the week, consequent upon an attempt by the sheriff to enforce the decree of court ejecting settlers from the tract of land held under Mexican title, known as the Chabolla Ranch. The 9th inst. was the day that the sheriff's summons for a posse comitatus, to assist in serving his writ of ejectment, was returnable, and a large number of the members of the settlers' league had assembled on the ranch to assist the settlers in resisting the [illegible] from 500 to 1,000 men, together with various large numbers of outside sympathizers. The settlers were all armed with guns, and had as many as four small cannon. The sheriff called the roll of those summoned to his assistance. About 300 were called, and about 200 answered to their names. The sheriff asked the crowed if they were armed and ready to go and assist him? They returned an emphatic "No," and were then dismissed.

What course the State authorities will adopt to enforce the law is yet uncertain. The popular sympathy of the county is evidently with the settlers.

At a municipal election held in the town of San Jose, the democrats triumphed by 120 majority. The republicans carried the town last fall.

Misrepresentations of Baltimore at the North.

The Northern press teems with the most infamous falsehoods concerning the state of things in Baltimore. The Hon. William Millward, who went through Maryland from Washington to Harrisburg on the 23d, makes the following report, which we find in the Philadelphia *Inquirer*:

"A reliable report came to Washington before he left that the Baltimore military had kept guard over the banks all day. The crowd at Baltimore were becoming more exacting, ordering private persons out of carriages and driving off. The papers there dare not publish the accounts of these outrages for fear of the mob, and are under a reign of terror. The statements concerning the muzzling of the press are confirmed by the advices of to-day."

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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, Asst 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 3.30 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 6.00 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 3.30 P. M. trains from Baltimore.
THE FREDERICK TRAIN leaves Baltimore at 4.30 P. M. and Frederick at 8.40 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 4.00 and 8.10 A. M., and 3.10 and 5.00 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.25 and 7.10 A. M., and 2.45 and 3.45 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 Sundays) 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 leaving at 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 10.30 P. M.
DELAWARE RAILROAD FOR SALISBURY AND INTERMEDIATE POINTS.
By leaving at 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.
WM. CRAWFORD, Agent
ap 22

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 Seneca's pier, Light street wharf, EVERY FRIDAY AFTERNOON, at 4 o'clock, and returning leaves Fredericksburg EVERY TUESDAY MORNING, at 8 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 designed running in the route in honoring on the Rappahannock, for the express purpose of keeping a first class steamer on the route. During the winter the hold deck has been enclosed, and a large and complete protection for horses and other live stock. Carriages of all sizes can be taken on and other live stock. Carriages of all sizes can be taken on board and carried under deck without taking off the wheels. Her staterooms and berth accommodations are large and commodious, and her engines are powerful, and well adapted for speed 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., Howard Street.
☞ Freight will be received in charge of the Steamer Wednesdays and Fridays, and on Fridays up to 3 o'clock, P. M.
For further information, apply at Black Receipt Office used by the Company, on the wharf, or to
R. J. CAPRON & CO., Agents,
No. 97 Bowly's wharf, Baltimore.
F. SLAUGHTER, President, Fredericksburg, Va. ap 22

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS VIA THE SOUTH WESTERN RAILWAY.
The STEAM PACKET LINE to ALEXANDRIA, in connection with the ALEXANDRIA AND ORANGE RAILROAD, by which Goods will be transported to all points on the South-western Railroads with great economy, at rates as low as any other route.
For rates and other information apply to
CHARLES WORTHINGTON,
Commerce street Wharf.
ap 22

FOR ANNAPOLIS, WEST AND SOUTH RIVERS.—Steamer CECIL, leaves Pratt street wharf, every WEDNESDAY and SATURDAY MORNING, at 9 o'clock, returning Thursday and Monday—leaving South River at 7 o'clock, and West River at 8 o'clock.
W. M. T. BICE, Captain.
☞ For Annapolis River every Tuesday and Friday morning at 7 o'clock, returning same day, leaving Georgetown at 8 o'clock.
ap 22

FOR WASHINGTON, ALEXANDRIA, GEORGETOWN AND THE POTOMAC RIVER LANDINGS.
The Steamer COLUMBIA, Capt. Jesse Harper, will leave Canal street wharf on SATURDAY AFTERNOON at four o'clock, stopping at all the accommodation landings on the Potomac.
Freight received on Friday evening or Saturday morning before o'clock on Saturday.
CHAS. WORTHINGTON, Agent.
ap 22

NOTICE.
FOR NORFOLK AND THE SOUTH
DAILY (EXCEPT SUNDAY).
The Boat [illegible] will leave Canal street for Norfolk, every day (except Sunday) at 3 o'clock, P. M. The Steamer ADELAIDE leaves EVERY MONDAY, WEDNESDAY and FRIDAY, and the Steamer LOUISIANA every TUESDAY, THURSDAY and SATURDAY.
M. S. FALLS, President.
ap 22

FOR FREDERICKSBURG, AND LANDINGS ON THE RAPPAHANNOCK RIVER.
The Steamboat VIRGINIA, Capt. Nelson Fairbank, leaves Baltimore, from her berth, at LIGHT STREET wharf, every FRIDAY AFTERNOON, at 4 o'clock, and returning leaves Fredericksburg EVERY TUESDAY MORNING, at 8 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 designed running in the route for honoring on the Rappahannock, for the express purpose of keeping a first class steamer on the route. During the winter the hold deck has been enclosed, and a large and 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 staterooms and berth accommodations are large and commodious, and her engines are powerful, and well adapted for speed and freight boat, she has no superior on the waters of the Chesapeake.
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☞ Freight will be received in charge of the Steamer Wednesdays and Fridays, and on Fridays up to 3 o'clock, P. M.
For further information, apply at Black Receipt Office used by the Company, on the wharf, or to
R. J. CAPRON & CO., Agents,
No. 97 Bowly's wharf, Baltimore.
F. SLAUGHTER, President, Fredericksburg, Va. ap 22

FOR FREDERICKSBURG, VA., AND LANDINGS ON RAPPAHANNOCK RIVER.
The Steamer [illegible] leaves Company's new wharf, foot of LOGAN, W. B. Knox's Commission Store, Baltimore, for Fredericksburg, every TUESDAY, at 4 P. M.
☞ For information, freight or passage apply to
JOHN WHITE, Agent,
Foot of Smith street, Baltimore, or
ADAMS & FRENCH,
Agents at Fredericksburg, Va.
ap 22

5,000 LOTS
NEW YORK AUCTION BALGAINS
MOST DESIRABLE AND CHEAPEST GOODS EVER OPENED IN BALTIMORE.
ONE THOUSAND PIECES FILLING GOODS,
LESS THAN HALF PRICE
In Paris BAREGES, [illegible] Grenadine Barege [illegible]
84 BLACK BAREGES,
84 WHITE BAREGES,
34 BLACK BAREGES,
34 BLACK CRAPE MARETZ,
34 [illegible] BLACK WOOL LINES,
LUPINS POMBAZINES.
Also, a [illegible] of BLAC