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The South.

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Vol. 1. No. 6. Baltimore, Saturday Evening, April 27, 1861. **Th. W. Hall, Jr. Editor.**

The South.

TIMES THAT TRIED MEN'S SOULS.

This expressive, searching phrase was coined amid the trials of the Revolution of 1776. Selfishness, sloth and luxury,—worse than these, political venality,—worse than all, base personal cowardice hindered, opposed and betrayed our patriot sires. When Lincoln was compelled to surrender at Charleston, souls were tried and found wanting. Marion and Sumter were driven to the rice swamps and compelled to bide as guerrillas till Greene organized victory. The sword of power was poisoned, however, by a deeper venom than attends its usual wounds. Patriots without fortitude, became Tories. The brave were astounded and humbled by the base behavior of their former friends. The Tories swarmed and were insolent and bloody in South and North Carolina.

The weakness of humanity exhibited itself in the same phase, when Washington had to retreat through New Jersey, and his forces were compelled to endure the privations and sufferings at the winter camp at Valley Forge.

Men looked around upon each other and saw their neighbors tried. So deeply were they tried, that the men of the Revolution expressed it by a phraseology that sounded the immortal depths of humanity, and lifted up their Patriots as having been tested in the severest crucible by which temptation could assail a living rational creature.

Under the ordeal of a prolonged trial assailing the constancy of Patriots contending for equal rights as Englishmen, Washington and his compatriots unfurled to the world the then Flag of Freedom, the stars and stripes—and struck from the staff from Canada to Carolina, the cross of St. George, which was impaling them as servile subjects.

Men of Maryland, look now around and among yourselves! Perchance you are destined to see the selfish, the slothful, and the coward fail in the hour of trial. You may see the timid, now as then, claim to be merely prudent; the coward claim to be a horror-struck, conscientious lover of peace, avoiding danger on principles of Virtue; the slothful spending himself in gossipping outcry about what ought to be done and doing nothing; the irresolute varnishing their deficiencies with the plea of scruple as to statutory powers and unprescribed forms and appliances, to meet the exigencies which the official treachery of others have cast as a lasso around public rights;—as if the law meditated that its trusted agents were enemies in ambuscade, and as if self-preservation did not demand the succor of the public life without waiting for official sanction.

Men of Maryland, mortified you will be, humbled you will be as you witness those around you who may become "fallen from their high estate"! Some will blanch and prove white-livered; but be not dismayed. The great vital interests of commerce and manufactures—high Southern pride—the ties of blood—the deep resentment at outrage and despoiled political rights—will find you men, and men enough, in the fiercest battle, to ensure that the "Star Spangled Banner," on Maryland soil, shall only wave "over the land of the *free* and the home of the *brave*." Lifted for the purpose of subjugating brethren, it may bode a trial like that which the Cross of St. George tendered to our fathers. It may "try our souls"—our fond recollections—our constancy—our courage. So tried, the Sovereign State of Maryland will find thirteen Confederate Sovereignties to join her in resisting it, and in unfurling for Liberty and Equal Rights—a new flag.

FREE SPEECH AND A FREE PRESS.

How consistently the Men of the North are now carrying out these twin principles of the Chicago Platform! Read the accounts contained in Northern papers, and see. Who now protects in Northern cities, hotels, steamboats, and railway carriages, the Southern traveller? Who organize Vigilance Committees for the apprehension of "suspected persons"? Who arrest respectable citizens on the charge of *treason*, and confine them in irons, or incarcerate them in prison-cells? Who make Jacobin tours of visitation to newspaper offices and private houses? Who frighten women and children to their wits' end, and force oaths on men to save their lives? Who emulate the ferocity of a Parisian mob, in the worst days of Danton, Marat and of Robespierre? And who are seeking at this moment to rivet a brutal despotism upon the necks of the free people of the South?

The Duty of Women in Times of Strife.

From the French of Alphonse Karr.

The ancient Gauls reserved for women a noble role in times of war. To them belonged the duty of animating the courage of men, of rewarding their bravery and devotion to their country, and of soothing them in misfortune. In all ages, the women of France have performed this two fold duty—a noble and a touching one—of weaving crowns for the conquerors, and making lint for the wounded.

But in times of civil war, of war between brothers, the duty of women somewhat changes. They should then imitate rather the conduct of the beautiful and brave Sabine women of old, who threw themselves between the men of their own tribe and the Romans, to prevent the murder of their fathers by their husbands, and forced them to return their sacrilegious swords into their scabbards.

This is something that the women of the present day do not seem to understand. They interest themselves more than is necessary in the daily tricks and gossip of politics, and seem to find more pleasure in exciting men's minds, than in soothing them—ay! even in sharpening men's weapons than in binding up their wounds. If women have received from nature the gentle and beautiful mission of rewarding courage in all wars which involve the honor of men, and the glory and prosperity of their country, they should remember that it is not the only office which belongs to them, particularly when there are fierce dissensions between children of the same land.—Their duty at such times is to soften the natural ferocity of men, and not to exasperate passions already sufficiently bitter of themselves. I do not pretend to have the power of convincing women—in fact *to convince them* is an impossibility, but I would fain persuade them. They are naturally far better endowed than we are. They often know at their birth, more than we succeed in learning in all the course of our lives. They have only to abide by their own instincts, which are always safe and generous. Women are only misled when they stop to consider. I would also like to impart to them a fact—the truth of which has often struck me—with regard to the unbecoming effect on the complexion and even the features that too lively an interest in politics produces, and to avow that a woman who mingles in political quarrels, loses a *whole year of her beauty*.

Tone of the Northern Press.

The New York papers do not abate any of their violence of language or of suggestion with regard to Baltimore. The *Herald* of yesterday thus coolly proposes the dispersion of our Legislature:

Meantime the extra session of the secession Legislature of Maryland meets at Anapolis to-morrow, and its first business may be to precipitate a collision in that village. Gov. Hicks has held back this suspected Legislature till dragooned into its service by the Baltimore mob, for he appears to have been well informed of the constituent elements of both houses. In calling them together he has simply consented to serve the revolutionary cause. Would it not be well for Governor Morgan at once to apprise Mr. Seward and Mr. Lincoln that there must be no temporizing or compromising between them and this secession Legislature at Annapolis; but that, on the other hand, it would be well to disperse it with the first manifestations of rebellion against the supreme laws of the land, and the supreme rights of the people of the United States. We are now in a state of war, and until the authorities and people of Maryland shall have ranged themselves on the side of the Union, they will be treated as enemies by the armed legions of the North, with or without orders from Washington. The spirit of our people is up, and will cause itself to be respected by deluded friends and treacherous foes. There must henceforth be no more courtly compromises with rebels and traitors until they are subdued.

The same journal thinks Lincoln too slow, and takes a novel view of the constitutional powers of local postmasters:

During the last two days there is a painful and growing impression upon the public mind, and particularly among the chiefs of the Republican party, that "Honest Old Abe" is not equal to the emergency in which he is placed—an emergency sufficient to try the intellect and the courage of a Napoleon. The merchants of New York are dejected and dispirited, fearing, notwithstanding the sacrifices they are making and the glowing enthusiasm which has been evoked at the North, that all will end in smoke, and the expedition to the South result in failure. They dread, not without some reason, the approach of Jefferson Davis and his able Lieutenant, Beauregard, and the subtle statesmanship of Stephens. They are, therefore, holding numerous secret meetings, as so many committees of public safety, each independently of the others, from the common instinct of self-preservation; and we understand that similar meetings are being held in Philadelphia, where the same distrust prevails as to the competency of the Administration. In both cities they speak of organizing a force at their own expense and upon their own responsibility, to keep the direct route to Washington open at all hazards. It is proposed to organize an army of 50,000 men in each city, to arm and equip them, to collect provisions, and send with them a commissariat for their sustenance. The direct mail route to Washington is now closed by the act of Maryland, and the postmasters of New York and Philadelphia have a right to call upon their fellow citizens, with arms in their hands, to open and keep open the communication between the post offices in those cities and the General Post Office at the capital.

This is perfectly legal and constitutional. It is one of the powers enumerated in the constitution, as belonging to the general government, "to establish post roads," and when any power is conferred by the constitution the means of exercising it are necessarily included. Now, by concentrating the two armies of 50,000 each at Baltimore, the obstructions would be speedily removed, the highway to the federal capital would be opened, and kept open and safe, and at the same time Maryland would be brought to her senses. There is no necessity for any call of the President to carry out this measure. The postmasters have a right to summon all good citizens to assist in the execution of the Post Office laws, and all who are so disposed have the right to aid them.

The merchants of the two chief cities of the North have the means of organizing such a force, to be placed at the disposal of the two postmasters. Let them eschew red tape and circumlocution, and go at once into the work. Private enterprise, where there is the capital, can always outstrip even energetic governments in great undertakings; how much more in the case of an imbecile administration, without foresight or spirit or action. If some such vigorous measure be not adopted, we may expect very soon not only to see Jefferson Davis in possession of the federal capital, but taking up his quarters in Philadelphia and the city of New York.

The last paragraph shows that notwithstanding all their insane bluster, the Northern people are not altogether satisfied as to their own security.

The Attack upon Minister Stockton.

In the details by the steamer *Asia* we find additional particulars of the collision between Mr. Stockton, U. S. Minister at Rome, and the Papal *gen d'armes*. A correspondent of the London *Times* noticing the annual display of fireworks on the 2d inst. says:

The only extraordinary incident of the evening was one in which the United States Minister, Mr. Stockton, played the most important part. Without the least fault on his part, that gentleman came into collision with the Papal dragoons, who got by no means the best of it. Mr. Stockton, it appears, drove down the Corso from his residence in that street to the Plaza del Popolo, where a stand had been erected for the accommodation of the Neapolitan royal family, the diplomatic corps and other persons of distinction. On reaching the entrance to the plaza he was informed he could not pass that way.

He presented the ticket with which foreign ministers are furnished to secure them free passages on all occasions, but it did not produce the desired effect, and he was requested to go round by the Babuino street. This he did, but with no better result. Again, his coachman was checked, and told he could not pass that way. I am not sure whether he did not try the only remaining avenue to the plaza the Vi Repetta. But at last his patience was not unnaturally exhausted, and he insisted on his right to pass, and ordered his servants to drive on. Thereupon there was much excitement among the Papal gendarmes and troops on duty, and those Pontifical dragoons pranced about [illegible] as it has been described, charged down upon [illegible] brandishing naked swords and displaying, as the [illegible], ferocious faces to the enemy. The [illegible] cavalry of the Tiara and [illegible] were unprepared for the extent of Yankee resources. The undaunted representative of the model republic drew from his pocket a repeater or pistol, not a watch, and [illegible] it at the dragoons, [illegible] himself to give them its contents if they further opposed him. The sight of the six-shooter was too much for the nerves of the Pope's cavalry, who rode rapidly from the spot leaving the Stars and Stripes triumphant along the whole line. I am happy to say that the victorious force did not abuse its success or even pursue the routed foe, but contented itself with repairing to its allotted place and tranquilly contemplating the blazing sanctuary on the Pincio. But upon the following day Mr. Stockton called upon Monsignor Merode and insisted on his at once issuing an order to prevent the possibility of the recurrence of such misbehaviour on the part of Papal soldiers to a foreign minister. The Minister of Arms, who loves not concession, was disposed to demur, but he was told most positively that either he should give the order, or the American Minister would apply for his passport. Thus urged and threatened, De Merode ate the leek; the order was drawn up, a copy of it was supplied to Mr. Stockton, and so the matter ended. Owing to the change of the United States Presidents, Mr. Stockton, will, doubtless, in the ordinary course of things, shortly leave Rome, and it is rumored that the Papal government is likely to put difficulties in the way of his being replaced. American Ministers are found to be too independent in their ways to suit the taste of the Pontificial Cabinet, and there is no real occasion for a United States representative here. There is a certain Marquis Lorenza naturalized here who represents several of the small South American States, and it is thought that he might also very well represent the great republic of the North. This opinion is not likely (unlikely?) to be shared on the other side of the Atlantic, and it would not be surprising if the United States establishment here was to dwindle down to a consul.

From North Carolina.

A despatch dated Harrisburg, April 25th, says:

Two Massachusetts men, fleeing from Thomasville, North Carolina, arrived here this morning *via* Carlisle. Last Sunday morning 500 South Carolinians passed Thomasville, on their way North. All along their route North Carolina troops were getting in the cars, and they heard them talk freely, and said that their destination was a Southern camp twenty-five miles south of Washington, on Aquia creek. The men left Baltimore via the Baltimore and Ohio Railroad, and could not get out any other way. They passed Harper's Ferry, and saw a number of troops there—they judge from 3,000 to 4,000—and batteries were erected on the heights over-looking the town. The arms the troops had looked new and bright and their tents clean.

Big Talk.

Senator Spinola, of New York, in a recent speech before a mass meeting in that State, used the following language. It shows the incentives offered to the Northern men to enlist and the sort of characters it is designed to operate upon:

"The patriots of '76' confiscated the property of the Cowboys of the Revolution; and here let me assure the Northern soldier that every dollar of property belonging to the traitors shall be confiscated for your benefit. All those smooth plantations, of which you have heard so much, shall be yours after you have conquered the traitors and driven them from the soil. Again, let me tell you that unless the Plug Uglies and Blood Tubs of Baltimore are subdued by the authorities of that city, and the great leading avenue to the National Capital is kept open, Baltimore will have nothing left to prove where that city stood except the granite column erected to commemorate the memory of Washington; and if the North is forced to this policy, then all the wealth of Baltimore shall belong to the volunteers; the bullion in the banks shall be yours, as well as everything else that is valuable in that city.

"And permit me here to say that the volunteer from the State of New York who shall bring home with him from this war the scalp of Jefferson Davis shall receive an annuity of $5,000 so long as he lives. I pledge this in the name of the Empire State. I think you will agree with me that this scalp will be worth fighting for."

Nothing of course can be more absurd than all this, but it goes to show how the Northern people are being deceived and misled. This Senator Spinola is notorious as one of the most corrupt members of the body to which he belongs.

MARYLAND LEGISLATURE.
SPECIAL SESSION.

FREDERICK, April 26.—The House of Delegates of Maryland convened in the Court House in this city to-day, in obedience to the proclamation of the Governor.

All the members were present excepting Messrs. Welsh, MacKubbin, Compton, Burgess, Ford, Hunter, Renshaw, Stanford, Linthicum, Wilson of Cecil, Miller, Bryan, Weston, Naill, Bayless, Stake, Harding and Beall.

All the officers of the House were present.

The newly elected delegates from Baltimore took the oath prescribed by the Constitution.

Mr. Morgan offered a message to the Senate, informing them of its organization, and appointed Messrs. Morgan, Wallis, and Dennis of Somerset, a committee on the part of the House to wait upon the Governor and inform him that they were ready to receive any communication from him which he might desire to make. The resolution was adopted.

Mr. Dennis, of Somerset, offered a resolution that when the House adjourn it adjourn to meet at Annapolis on Wednesday next.

Mr. Dennis said that while appreciating the attractiveness and hospitality of Frederick, stern, inexorable duty called us elsewhere. The State House belongs to us, and he would not be driven away by those who are called our enemies. He denied that the excitement in Annapolis would be injurious to the deliberations of the House, or that the Legislature would there be narrowed by undue influences. By meeting here we are saying to the people that their representatives dare not meet in the Capital of their State.

Mr. Gordon was in favor of meeting at Annapolis, but he objected to voting upon the resolution until the House had received the Governor's message and learned therefrom his reasons for convening us in Frederick. He was told that Annapolis was in possession of United States troops, whose guards and sentinels were extending in every direction, and that members could not reach the Capital except through the guards of a hostile foe. Nevertheless he was ready to go, and if the Government troops should commit an act of war upon the Legislature, let them take the responsibility. He referred to the flags and to the battle-field of the revolution; and said he was ready to stand under the flag of the Union till the last moment, and then he would fight under the flag of Maryland.

Mr. Jacobs said there was too much disposition to talk. He could remain but one week, and he wished to act.

On motion of Mr. Chappell, the House adjourned till 5 o'clock.

SENATE.

The Senate met in the jury room of the court-house. All the Senators were present, excepting Messrs. Stone, Miles, Graham and Franklin. After organizing, the Senate adjourned till 5 o'clock.

PROCEEDINGS OF THE CITY COUNCIL.
(ANNUAL SESSION.)

FIRST BRANCH, *Friday, April 26*, 1861.—Present, John C. Blackburn, Esq., president, and a quorum of members. Mr. Allen called up the resolution granting permission to Richard Miles to sink a well at the corner of Hamburg and Leadenhall streets, for the purpose of draining the cellar of his house; adopted. Mr. Nicholas called up the ordinance authorizing the water board to sell, at public or private sale, so much of the landed property and other effects as have been acquired by the city for the establishment of the water works as may not be needed for the use of said works; also, authorizing the board to issue notes, payable at two years, for $100,000, for the completion of the water works, with interest, payable semi annually; adopted. Mr. Staylor, of the committee on the fire department, reported a resolution granting permission to John G. McCullough to erect a steam engine on his premises, at the corner of Pratt and Fremont streets; adopted. Mr. Staylor called up the resolution granting permission to J. Eichberger to extend a frame building in the rear of his premises, No. 342 East Baltimore street; adopted. Mr. Myers called up the resolution granting permission to Burns & Sloan to continue in use a pile in front of their premises on Light street wharf; rejected. The branch adjourned until Monday afternoon, at five o'clock.

SECOND BRANCH.—Branch met.—Present, Charles J. Baker, Esq., president, and all the members. A resolution to remove a fountain on Calvert street, near Bath, was received from the first branch, read and laid on the table. A resolution to place fire plugs at sundry places was received from the first branch, read and passed. A resolution to allow F. H. Grupy to erect and use a steam engine on his premises, No. 23 Grant street, was received from the first branch, read and passed. On motion of Mr. Miller, the ordinance making the general appropriations for the year 1861 was taken up and passed. Adjourned.

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EDITOR OF THE SOUTH.

THE SOUTH
WILL BE PUBLISHED
EVERY AFTERNOON AT
FIVE O'CLOCK,
AT 74 BALTIMORE STREET, NEAR GAY ST.
PRICE ONE CENT.
IT WILL CONTAIN ALL THE LATEST NEWS,
UP TO THE HOUR OF PUBLICATION
IN ADVANCE OF THE MORNING PAPERS.
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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 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. 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 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 4.30 P. M. and Frederick at 4.40 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 5.10 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.25 and 7.40 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 on 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 staterooms 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.
[illegible]
For further information and Blank Receipt of form used by the Company, apply on board, 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 ON THE SOUTHWESTERN 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 dispatch, at rates as low as any other route.
For rates and other information apply to
CHARLES WORTHINGTON,
ap 22 Commerce street Wharf.

FOR ANNAPOLIS, WEST AND SOUTH RIVERS.—Steamer CECIL leaves [illegible] 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 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 12 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 FREDERICKSBURG, AND LANDINGS ON THE RAPPAHANNOCK RIVER.
The Steamboat VIRGINIA, Capt. NOEL FAIRBANK, leaves Baltimore [illegible] LIGHT STREET, foot of Barre street, EVERY FRIDAY AFTERNOON, at four o'clock. ap 22

NOTICE.
FOR NORFOLK AND THE SOUTH
(DAILY (EXCEPT SUNDAY).)
The Bay Boats leave the foot of Union Dock street for Norfolk, Portsmouth and the South at [illegible] P. M. The Steamer ADELAIDE leaves EVERY MONDAY, WEDNESDAY and FRIDAY, and the [illegible] Steamer LOUISIANA every TUESDAY, THURSDAY and SATURDAY.
ap 22 M. N. FALLS, President

FOR FREDERICKSBURG, VA.,
AND LANDINGS ON RAPPAHANNOCK RIVER
[illegible] Steamer LOGAN, W. B. [illegible] Captain, leaves [illegible] wharf, [illegible] 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.

NOTICE.
OFFICE ADAMS EXPRESS COMPANY
164 BALTIMORE STREET, Baltimore, Md.
GOODS FOR THE CONFEDERATE STATES [illegible]
[illegible]
THE ADAMS EXPRESS CO.
Baltimore, March 29 1861

FOR THE PATUXENT RIVER.
The steamer MARY WASHINGTON will [illegible] WEDNESDAY [illegible]
MASON L. WEEMS, Master.
The steamer GEORGE WEEMS will leave [illegible] every SATURDAY MORNING [illegible]
THEO. WEEMS, Master.
N. B.—[illegible] Warehouse, [illegible]
All freight must be prepaid.

FOR ROTTERDAM.—The new A 1 Bremen [illegible] ST. BERNHARD, Capt. [illegible]
[illegible]
LOBBERS BONINGER,
ap 22 [illegible]

5,000 LOTS
NEW YORK AUCTION BARGAINS
MOST DESIRABLE AND CHEAPEST GOODS
EVER OFFERED IN BALTIMORE.
ONE THOUSAND PIECES DRESS GOODS.
LESS THAN HALF PRICE
In Paris BAREGES, [illegible] Barege [illegible]
[illegible]
3-4 BLACK BAREGES,
3-4 WHITE BAREGES,
3-4 BLACK BAREGES,
3-4 BLACK CREPE MARETZ,
3-4 and 6-4 BLACK MOUSSELINES,
LUPINS BOMBAZINES,
At much less than usual prices.
DRESS SILKS, [illegible] BLACK SILKS, LAWNS and ORGANDIES, SHAWLS, [illegible] HANDKERCHIEFS, French CHINTZES. [illegible] New York [illegible] MONDAY MORNING.
HAMILTON EASTER & CO.,
ap 22 6m 199, 201 and 203 Baltimore street.

MERRILL'S RIFLE.
MERRILL, THOMAS & CO.,
ap 23 eolm No. 239 BALTIMORE STREET.