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The South.

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Vol. 1. No. 25. **Baltimore, Monday Evening, May 20, 1861.** **Th. W. Hall, Jr. Editor.**

The South.

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

Beginning to Count the Cost.

A correspondent of the N. Y. *Tribune* under date of Washington the 17th says:

To successfully wage war, money is a prime necessity. Mr. Chase has been abundantly cheered by the liberality with which the people of the country have responded to his call, but like a prudent man, he has begun to count the cost of that which Government has undertaken.

The expenses of the War Department are enormous, and with a view to re-establish the army on a more economical basis, and of pruning extravagances, the advice of eminent military men, now here by invitation, is being considered.

It is evident, from the decision of high military authorities, that the recent action of New York, and other State authorities, is not indorsed by Government. Regiments that are raised by any competent person, if tendered to the War Department, will, without doubt, be accepted, and all tedious State annoyance be thus obviated.

Another Octogenarian in the Field.

"Occasional" of the Philadelphia *Press* says:

I learn that General Cass is resolved, even in his old age, to die with harness on his back, and has mounted his old uniform, and reviews his troops, now congregated in Detroit every morning. He has contributed out of his private fortune $25,000 to the equipment of the Michigan volunteers, and $10,000 to the support of their families during their absence. Mr. Buchanan's contribution to the support of the troops, from his own city of Lancaster, was first set down at $5,000, but subsequent information struck off one, if not two, of the cyphers of this sum.

General Cass is one of those Northern statesmen who has received most at the hands of the South. His military exploits in 1812 were duly chronicled by the Northern press during the canvass of 1848 and were not thought at the time to indicate the possession of great military prowess.

Gentle Stimulants for the Northern Troops.

As it is feared that the Northern troops now moving to the seat of war may need what medical men in this respect call "corroborants," it is gratifying to know that the wants of the soldiers have been kindly anticipated and cared for. A letter from New York says:

Several enterprising "merchants" have set out for the seat of war with a large stock of that villainous beverage known as "Jersey Lightning." The liquor is a mixture of alcohol, turpentine, &c. There is a large manufactory of the article in the Eastern part of the city.

Maryland Politics.

The Baltimore correspondent of the *Tribune* thus speculates concerning the coming election.

The probabilities are that John B. Sellman, of Annapolis, a Breckite Democrat, will be the Union candidate for Congress, against Col. Hughes, Rebel; that Reverdy Johnson, Union man, will be returned from Webster's District; that Cornelius L. L. Leary will be run by the Unionists in Morrison Harris' District; that Col. John Pickell, Republican Union, will [illegible] against Kunkle, Rebel, and that Winter Davis will be the nominee in the IVth District. Henry May, conditional Douglas Union man, is out in this last District, as an Independent candidate. Probably Teakle Wallis, moderate Rebel, will also run in this District, with the further probability that there will be a straight Union man in the field on the basis of Gov. Seward's letter of instructions to Mr. Dayton, so that there will be a quadrangular fight. Col. Crisfield, hot Union man will no doubt be run in the Somerset District, but in the Caroline District, it is hard to predict.

Southern Military Movements.

The *Tribune* of Saturday says:

A gentleman who has just arrived here from Virginia, where he has been for the last two months in all its principal cities, estimates, from his own observation, that there are not less than 40,000 men, well armed and equipped, now in the field in that State. From Winchester to Harper's Ferry he traveled in company with three regiments from Tennessee, as well armed and drilled as our Northern troops. These men said they were to be followed by 10,000 more from that State, as fast as the capacity of the railroad will permit. The impression among the soldiers was that their destination was Washington, but the better-informed among the officers supposed that 50,000 of their best troops were to cross into Pennsylvania and make a rapid march for Philadelphia. When this body moves, an equal number, under Davis himself, is to threaten Washington, so that no relief can be spared for Philadelphia.

Garibaldi and Cavour.

The Paris correspondent of the Charleston *Courier* gives a graphic sketch of the quarrel and reconciliation of these two remarkable men, the facts of which have already been daily stated in the foreign news summary. The correspondent says:

Garibaldi came up to Turin lately to takes his seat as a member of Parliament for Naples. Evidently he intended to make, not only a sensation, but a serious onslaught upon Cavour's Ministry for slighting his Southern army as they have done. Accordingly, at a late hour, and amidst a full debate, he suddenly flashed upon the Assembly in his red shirt. They are a singular race of people, these Italians; especially, throughout all ages, since the downfall of the Roman Empire it seems that a popular and successful hero in Italy, straightway loses his head. There is no sense or propriety in the General coming into a modern black coated, sleek-hatted Assembly with a red shirt and a poncho. Old General Houston's jaguar-skin vest was nothing to this. But Garibaldi's behavior was as strange as his costume; he appears to have thought that by loud and furious reproaches he could carry Parliament as he had carried Sicily. Cavour, however, is a rough customer to tackle; and after a scene of outrageous disorder, the general in the red shirt thought it best to moderate his violence. Next comes a public letter from General Cialdini to Garibaldi, telling him that he and his vaunted Southern troops were on the edge of destruction when he, Cialdini, went in with the Piedmontese and saved them, and took all the strong places, and, in fact, fought the campaign. In a rage he reminds Garibaldi that Tripoti in the Abruzzi had orders from him, Garibaldi, to receive the Piedmontese, when they should come, at the bayonet's point—further, that General Garibaldi is too presumptuous and too turbulent—that he seems to imagine himself above the usages of ordinary gentlemen, with his red shirt and his poncho—that he, Cialdini, had always admired and praised his "fine military initiative"—but, he adds "Garibaldi is not now the man I praised—he is not the man I loved."

But now comes the strangest part. We have now telegraphic news that there has been a grand and touching scene of reconciliation; that Cavour and the General have had full and cordial explanations together; that Cialdini and Garibaldi have embraced and wept upon one another's necks.—Truly a singular people.

As to Italy, however, the upshot of all, is that Cavour's policy prevails. He will dispose of the volunteers of the South precisely as he thinks most useful, and will be pushed by Garibaldi's military ardor to engage Austria, just so far as he chooses, and not a hairs-breadth farther; so that in North Italy, also, the spring sun shines in vain.

News by Telegraph.

MONTGOMERY, May 18.—The Congress of the Confederate States passed a number of bills to-day, including the following:

A bill to organize the Patent Office, a bill regulating the telegraph lines; a bill authorizing the issuing of fifty millions dollars in bonds, payable in twenty years, with interest not exceeding 8 per centum; or, in lieu of bonds, the issuing of twenty millions in treasury notes in small sums without interest.

A bill was passed defining the limits of the port of New Orleans, which embrace all the waters, inlets and shores on both sides of the Mississippi, within the parish of New Orleans, and that part of the parish of Jefferson on the right bank, to the upper line of the Destrihants canal, and the left bank to Huntsville. The ports of Bayou and St. Johns, the lake port and port Pontchartrain are abolished, and duties are to be collected at New Orleans. An act was passed abolishing the mints at New Orleans and Dahlonega after the 1st of June. The members of the Congress were invited by the Alabama and Florida Railroad Company to visit Pensacola, which invitation was declined, but it is understood that some of the members will go.

ANNAPOLIS, May 19—P. M.—The propeller Wm. Woodward returned here yesterday, having in tow the Smith Point Light-ship, which she was sent to capture. The ship was found up Mill Creek, a branch of the Great Wycomico. The expedition was fired into, and some fifty musket shots exchanged. The two pieces of artillery could not be brought to bear on the enemy, who were concealed by the bushes. A telegram states that last night the telegraph wire was cut and the rails of the track torn up at Monocacy, on the Baltimore and Ohio Railroad, but the damage was repaired to-day. A private letter, dated on board frigate Minnesota, at Hampton Roads, on Friday, says: "We arrived from Boston on the 13th, and have commenced our assaults on the enemy. We have seized about three hundred thousand dollars worth of ships and tobacco. We are anticipating an attempt on the part of the enemy to fortify Sewall's Point. If they do, we shall attack them. It is the intention of the Government to render West Point Academy even more efficient than heretofore. A number of appointments have been recently made from civilians to occupy Lieutenancies in the regular army.

PHILADELPHIA, May 19.—The steam tug Live Yankee, arrived here yesterday, towing three schooners loaded with tobacco, the Emily Ann, Mary Willis and Delaware Farmer, belonging to and bound to Baltimore from Richmond, which surrendered to the steamer Harriet Lane, and were ordered to this port by the Flag Officer of the Minnesota. Outside Cape Henry the Mary Willis broke loose, and, as the Live Yankee turned round to secure her, the Emily Ann got a lurch and sprung her mainmast. The foremast had to be cut away to save the vessel. She arrived at the wharf leaking badly, and had to unload. Lieut. Bryan, of the Navy, who had the prizes in charge, stated that the ship North Carolina, in ballast from Havre, and another ship, the Arago or Argo, had been seized and sent to New York. Twenty vessels had been detained by the fleet off the coast of Virginia, including five tobacco schooners, which will probably be sent here.

CINCINNATI, May 17.—The report about Breckinridge is entirely unfounded. General McClellan, commander of the Western District, has sent five thousand guns for use of the Kentucky Union men. Their particular destination is undivulged. Colonel Anderson is still in Cincinnati. He is likely to receive a grand ovation in Louisville.—Cincinnati performed prodigies in his honor yesterday. Dan Rice's circus flotilla was menaced by the mob last midnight. They demanded that Rice should hoist the Union flag instead of his [illegible] with slugs, to bear on the mob, and defied them, put on steam, and stood for the Kentucky shore, where he is now safely moored.

BOSTON, May 18.—In the House to-day a bill was introduced by Mr. Stebbins, of this city, which proposes to prohibit any person directly or indirectly buying or holding any collateral securities of the seceded States, under the penalty of imprisonment in the State's prison. Mrs. Lincoln arrived here this morning. She is on a visit to her son, a student at Cambridge College. The *Mississippi* was commissioned to-day. The workmen at the Navy Yard are getting out the keel of the new sloop-of-war. Several companies of troops leave this afternoon in the steamer Cambridge for Fort Monroe. The U. S. brig Bainbridge is under sailing orders, and was hauled into the stream to-day.

ST. LOUIS, May 18.—The State Tobacco Warehouse was visited yesterday by the United States authorities, and a considerable quantity of arms and munitions of war were taken therefrom. The city is now surrounded by a line of military posts extending from the river below the Arsenal around the western outskirts to the river again on the north. The object of these posts is to prevent hostile troops and munitions of war from entering the city. The forces composing these encampments belong to the regiment under command of Colonels Blair, Boerstein, and Sergel. Twenty-seven persons have died of wounds received at the Camp Jackson affair, and eight in the Walnut street collision.

CHAMBERSBURG, May 19.—Judge Mason was arrested here yesterday, but released to-day and sent over the Maryland line. He is known here to entertain secession sympathies, but his character is too high to permit the belief that he would condescend to play the spy. There was no authority from the Secretary of War to retain him, and his discharge meets with the approval of our most judicious residents. He gave as a reason for his presence that he desired to see whether there was any philanthropist disposed to purchase three of the children of a negro residing here, whom he had manumitted in 1857. There is to be a large concentration of troops here immediately, and it is thought their destination will be Harper's Ferry.

PERRYVILLE, May 19.—There was some excitement at Aberdeen last night, and three signal rockets were fired for assistance from this point. It grew out of the arrest by the military of three men, charged with the burning of Bush river bridge. They are named Wilson, Mirkey and Keene, and are now confined in the guard-house, awaiting examination. There were some indications of an attempt to rescue them by their friends, which caused the signal for assistance.

ST. LOUIS, May 19.—Gen. Lyon has refused to release the prisoners arrested here, on the ground that he would be liable to the penalties for treason. The Governor has removed the Captain of the State troops at the Osage bridge for allowing the post office agent to be maltreated there. He guaranteed protection to all route agents. There is a State encampment on the line of the St. Joseph and Hannibal Railroad, where batteries are erected and trains are stopped and Government stores detained.

ST. LOUIS, May 18.—The Pensacola correspondent of the Mobile *Advertiser* says that 600 troops from Georgia and Alabama arrived there on the 15th, being an advance guard of the 2,000 troops recently ordered to that point. They will increase General Bragg's command to about ten thousand.

CINCINNATI, May 17.—Kentucky currency was thrown out by three of the banks of this city today. The indications are that the paper of all the banks of that State, except the Farmer's and Northern Bank, will be refused by all the banks to-morrow.

ALBANY, N. Y., May 18.—The Bank of the Capitol closed its doors at noon to-day. The suspension grows out of heavy defaults of its borrowers, prominent among whom are some of the directors. Great excitement prevails.

MONTGOMERY, May 19.—Arkansas has been admitted as one to the Confederate States. The delegates present are Messrs. Johnson, Rust, Guiland, Watkins, and Thomas.

NEW YORK, May 18.—The steamers *Mount Vernon* and *Parkersburg* sailed this afternoon for Fort Pickens with provisions.

From Harper's Ferry.

The Alexandria *Sentinel* of Saturday says:

We have had the pleasure of a visit to Harper's Ferry, but for reasons with which our readers are sufficiently familiar, abstain from detailing what we saw and learned. We will say, in general terms, that we were contented and gratified by the present condition of things, and by the preparations for the possible demands of the future.—The soldiery are a fine body of men—brave, if there be any brave men anywhere, ready for duty, and weary only of delay. The officers are competent and skilful, and with eyes wide open. So far as our opinion is of any satisfaction to our readers, Harper's Ferry is up to the occasion, and is growing as the occasion grows. We therefore feel easy about Harper's Ferry.

The Winchester *Virginian* of Saturday has the following:

Within the last few days a large number of troops from the far distant South have passed through Winchester on their way to Harper's Ferry and other encampments on the border of the State. The 4th Alabama Regiment, commanded by Col. Jones, was a noble looking body of men, thoroughly armed with rifles, revolvers and bowie knives. We could not undertake to give anything like a correct estimate of the number of troops that have passed through here within the last few days. We will only say that they have been, variously estimated at from five to fifty thousand. As to the direction they have taken since they left town we are not disposed to say. We will only remark to our farmers: work your corn, and cultivate your crops, with the assurance that you will reap it in safety. Old Kentucky, Alabama, Tennessee, and South Carolina, to say nothing of a few thousand of our own stalworth sons, and a slight sprinkle of Indians, are between you and danger.

A gentleman residing in Winchester, Va. writes (May 15) as follows:

There are now not less than 8,000 troops at Harper's Ferry, and some estimates make the number as high as 10,000. I, occasionally, go down and mix with them. They are all in good spirits, and determined to give old 'Abe's canaille a warm reception if they come to Invade the Valley. They have possession of all the mountain heights, with cannon, and could, I think, with all their advantages of pre-occupation, repulse a Yankee force of 50,000.

These statements are in broad contrast with the evidently lying despatches published in the morning papers from Chambersburg.

From Virginia.

Gen. Lee went to Norfolk last Friday.

A million of dollars was received in Richmond on Monday last from Montgomery.

The Lynchburg *Virginian* of Saturday says:

Another Arkansas regiment arrived here in detachments yesterday morning and evening. The 2d and 11th Mississippi regiments left for another destination.

The Alexandria *Sentinel* of Saturday says:

For the second time the Virginia pickets stationed at the Chain Bridge were fired upon last night on the Virginia side, by a party of Northern troops, and forced to leave their posts.

Hon. John Janney, President of the Virginia Convention, is for secession. So also is Hon. T. S. Flournoy who was formerly a Union man. He is raising a company for the war. Hon. A. R. Boteler, secessionist, is a candidate for the Legislature in Jefferson county. The Winchester *Virginian* states that a warm contest is going on in that county between the original secessionists and late Union men.

The Baker family, of Frederick county, Virginia, offer $600 cash to a volunteer company of sixty men.

Gov. Wise's health has become very precarious.

The Federal troops at Fortress Monroe are making further encroachments upon Virginia soil in the direction of Hampton.

The Governor and Council of Virginia have ordered a precautionary vote upon the secession ordinance to be taken in the various military encampments of the State as soon as practicable, "and in case the military exigencies of the service of the State on the 4th Thursday in this month (the day appointed in the schedule for taking the vote throughout the State) be such as to make a vote by the army and navy, or any portion thereof, impracticable on that day, to be returned to the Convention for its action:—Provided, however, that the vote herein recommended shall not supersede the vote on the 4th Thursday in the month where it may be practicable to have it taken on that day—the vote herein advised being precautionary.

Five hundred and fifty-two volunteers from Louisana reached Richmond on Friday. Six hundred more were expected to arrive there on Saturday.

Wm. C. Rives.

This gentleman who was, until recently, one of the strongest Union men in Virginia, made a speech last Sunday at Atlanta, Georgia, while *en route* for Montgomery. He said:

I suppose you do not want to hear a speech from me, but that you do want to hear from old Virginia.—("That's it," and cheers from the crowd.) She is all right, I am most happy to inform you. She is heart and hand with Georgia in this struggle, and will faithfully do her part. You have been accustomed, in political matters, in time past to follow our lead; but now we will follow your lead in this great movement for the maintenance of the rights and independence of the South and her institutions. Our rights and liberties are assailed and must be defended. Our cause is a just one, and brave hearts are rushing to uphold it. In the meantime, you may rely upon old Virginia. I hope you will excuse me from making any further remarks, out of respect for the day. I suppose you only wanted to hear a word about Virginia. (Here some one in the crowd asked him if there were any Federal troops in Alexandria.) No, my friend said Mr. Rives, there are none at that point. There are no Federal troops on any part of the soil of Virginia except Fortress Monroe. I do not say they are afraid to come into Alexandria; *but I will say that we have a trap for them into which they will fall whenever they attempt to come into that city.*

What is Required of Baltimore.

A letter from Baltimore to the *Tribune* says:

Nothing can revive the business of this place, but its prompt and loyal submission to the Federal authority, and the administration of the City and State Governments in the spirit of that loyalty, which can dispense with the policy of an armed occupation. As this is not likely to be done very soon, the loyal people must be content with exerting themselves to bring about such a change in the City and State Governments, at the ensuing elections, as will lead directly to this result.

From Key West and Havana.

The *Herald* of Saturday says:

The ports of Florida have been put under blockade since the 6th inst., and the yacht Wanderer, of slave trade notoriety, has been seized off Key West by the Crusader. We learn from Havana that the steamtug William H. Webb, which was seized some time since by the rebel authorities while attempting to supply Fort Pickens, and has since been used no doubt for privateering purposes, was refused a clearance by the United States Consul General of Cuba. She was, however, immediately purchased by some British residents there, and sailed under the English flag.

True to Their Interests.

A despatch from Washington says:

Politicians are beginning to swarm hither, and already, despite the importance of graver matters, the Speakership and its candidacy agitate their minds. But two names are prominently mentioned —Galusha A. Grow and Frank P. Blair, Jr.

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Between Baltimore and Piedmont take the 8.30 A. M. train; between Piedmont and Wheeling take Accommodation train leaving Piedmont at 6.45 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 8.30 P. M. train from Baltimore.
THE FREDERICK TRAIN leaves Baltimore at 4.20 P. M. and Frederick at 4.00 A. M.
THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 11 A. M., and 1.45 and 6.40 P. M.; and Ellicott's Mills, at 7.00 A. M. and 4.00 and 7.00 P. M.
FOR WASHINGTON AND THE SOUTH.
Leaves Baltimore at 4.00 and 8.10 A. M., and 3.10 and 5.00 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.25 and 7.30 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 9.25 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 9.45 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. 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.
☞ Freight received on board of the Steamer Wednesdays and Thursdays, and on Fridays up to 3 o'clock, P. M.
For further information and Blank Receipt of form used by the Company, apply on board, or to
R. J. CAPRON & CO., Agents,
No. 37 Bowly's wharf, Baltimore.
F. SLAUGHTER, President, Fredericksburg, Va.
ap 22

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 [illegible]
Express [illegible] Accommodation Train daily at [illegible]
The TICKETS [illegible] 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 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 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.

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. ap22

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS ON THE SOUTH-WESTERN RAILROAD.
The STEAM PACKET LINE to ALEXANDRIA have formed a connection with the ALEXANDRIA AND LYNCHBURG RAILROAD, by which Goods will be forwarded to all points on the Southwestern Railroads with great expedition, at rates as low as any other route.
For rates and other information apply to
CHARLES WORTHINGTON,
Commerce street Wharf.
ap22

FOR FREDERICKSBURG, VA., AND LANDING ON RAPPAHANNOCK RIVER
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.

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 BREMEN—The new A 1 Bremen ship ALENA, Captain H. Kuhlman, will have quick despatch for the above port. For passage, having superior accommodations, apply to the Captain on board, Corner's wharf, or to BROTHERS BONINGER,
my 16 No. 29 South Charles st., up stairs.

FOR ROTTERDAM—The fine A 1 American clipper ship SIMOON, Captain Langley, will positively be despatched for the above port on Saturday, May 4th, and will take a few first class cabin passengers, having superior accommodations. For freight apply to the Captain on board, Belt's wharf, or to BROTHERS BONINGER,
my 3 No. 29 South Charles st., up stairs.

E. WHITMAN & CO.,
No. 62 EXCHANGE PLACE, BALTIMORE, MD.
Manufacturers of

Horsepowers,	Straw Cutters,	Wheat Drills,
Thrashers,	Corn Stalk Cutters,	Lime Spreaders,
Wheat Fans,	Corn Shellers,	Wheel Barrows,
Corn and Cob Mills,	Ploughs,	Canal Barrows,
Hay Presses,	Cultivators,	
Clod Crushers,	Cotton Planters,	

Also, dealers in Spades, Shovels, Rakes, Hay and Manure Forks, Horticultural Tools of every description, Field and Garden Seeds, Guano, &c. ap 22-d3m

COLUMBIAN (*MARINE*) INSURANCE COMPANY.
NEW YORK.
CASH CAPITAL PAID UP..........$500,000
ASSETS NOVEMBER 30th, 1859..........$1,264,443.49
R. C. MORRIS, President.
THOS. LORD, Vice President.
SAMUEL H. MOORE, Secretary.
The undersigned respectfully solicits application for insurance in this desirable office.
HENRY M. WARFIELD, Agent.
H. M. WARFIELD & CO.,
ap 22 16 Spear's wharf.

THIS IS TO GIVE NOTICE THAT THE SUBSCRIBER has obtained from the Orphan's Court of Baltimore city, letters testamentary on the estate of JOHN CLARK, late of said city, deceased. All persons having claims against the said Estate are hereby warned to exhibit the same, with the vouchers thereof, properly authenticated, on or before the FIFTEENTH DAY OF NOVEMBER NEXT. They may otherwise by law be excluded from all benefit of said Estate. All persons indebted to the said Estate are requested to make immediate payment. Given under my hand this 10th day of May, 1861. my 16 law4w* JOHN P. CLARK, Executor.