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All communications should be addressed to the Publisher of The South.

The South.

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The South.

"Before St. Mark still glow his steeds of brass,
Their gilded collars glittering in the sun;
But is not Doria's number 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."

The Consequences to New York.

We have been furnished with the following extract from a letter recently received in this city from a gentleman formerly of the South, now residing in New York, in whose accuracy and veracity implicit reliance may be placed. It will be read with profound interest:

New York, May 16th, 1861.

Business of every kind is completely prostrated here, except that connected with army supplies.

Merchants of every class are daily suspending, assigning, &c.

Hundreds of stores are vacant. As I came to my office this morning, I counted in *one* block, seven stores for rent, of a class usually rented for $10,000 to $20,000 each. Two hundred millions of dollars worth of cotton, rice, &c., products of the South, annually paying a commission to New York, in some way, besides employing Northern shipping chiefly, and then $200,000 of supplies in return, being now suddenly cut off from New York, *must* bring derangement, ruin, and distress to every department of business, whether connected directly with Southern trade or not.

And whatever the *belief* of the people in this latitude may be to the contrary, the South will from year to year, do less business with the North, even if there should be an amicable settlement of the present troubles. She is learning her own strength, by the present trial—and awakened now, she will use that strength to export her own products from her own ports; to draw her own bills of Exchange; and to import her own goods—except such as she can manufacture for herself.

The longer the General Government continues the blockade of Southern ports, the better the ultimate result for the South.

In the practice of rigid economy for two or three years, and *forced* in that time to manufacture their own articles of necessary clothing, farming implements and machinery, the Southern people will acquire the skill and habit—which upheld by the determined chivalric spirit of both sexes, will make them entirely independent of the North. No explanation that can be made by conservative New York (!!) no protestations of sympathy of Northern people for the South—no glossing over of their late abandonment of the South as shown in their hypocritical rally around "the Stars and Stripes," "to defend the capitol" and "repossess the public property"—none of these will satisfy the South, that the intention of the Government was not to attempt coercion of the seceded States and liberation of the slaves therein.

The antecedents of the members of the cabinet—even those of Lincoln himself—the course of their leading republican newspapers: and of their prominent politicians, *justify* the belief of the Southern people, that the whole movement of the Government is neither more nor less than a "stupendous John Brown raid," and the sole incentive of New York, a reckless grasping for the recovery of a trade whereon has been based their *past* prosperity and which has so rapidly eluded their clutch that it was gone—and as the sequel will show—irrecoverably gone—before their ordinarily acute commercial optics had become familiarized with the signals of the Republic. [illegible] The Union is to be deplored—it may be the mode of its dissolution was not the best—yet mistaken as may have been the South in her selection of this mode, the Lincoln administration has so managed matters as to produce unalterable alienation of feeling and the least possible injury to the material interests of the South.

There never can be a political re-union—the South will be established sooner or later in a separate confederacy—it may be at the end of a bloody war—at the will of the Federal Government. The North has everything to *gain* and nothing to *lose* by a peaceable adjustment, and this can be attained by no earthly means save an acknowledgement of the independence of the Southern Confederacy.

I love the "Stars and Stripes" and would fight under them in a righteous cause as quickly as any other man—but not against the South—I know her people—her resources—the indomitable will—the chivalry of her sons—the noble, unselfish, uncalculating spirit of her daughters—and knowing these, because I have been in the homes and at the firesides of the South—I know how impossible is subjugation—how hopeless is the employment of any, it matters not how seemingly overwhelming force to attain even the avowed purposes of our present insensate rulers.

The little rills of re-action are beginning their course—by-and-by to become a torrent—before the force of which many now jubilant and exulting in high places—will flee as ever flee the guilty—some of them it may be—in the extremity of their fear, "when no man pursueth.

PROCEEDINGS OF THE CITY COUNCIL.

(ANNUAL SESSION.)

First Branch, *Wednesday, May 21st, 1861.*—Mr. Myers offered the petition of William Gray for permission to erect a wooden shed; referred. Mr. Blanchard offered the petition of F. B. Loney & Co. for for compensation for thirty-three rifles, of the value of $400, which they were compelled to deliver to a mob; referred to the committee on claims. Mr. Bouldin offered a resolution to widen the sewer between Pennsylvania avenue and Shield's alley, and authorizing the purchase of ground for that purpose; adopted. Mr. Bouldin offered an ordinance to suspend the opening of John street until January 1st, 1863, which was passed. Also reported unfavorably on the petition of Joseph Leistner to erect a bench; adopted. Also reported on an ordinance appropriating $100 to Ismael Calhoun street from Franklin street northwardly, on certain conditions; passed. The resolution authorizing the harbor master of the fifth district to collect such wharfage for lumber within twelve months from date, as he and the comptroller may consider equitable, was adopted. Mr. Naylor offered a resolution providing for stepping stones across Hillen street at its intersection with Front street, which was adopted. The ordinance to correct an error and appropriate an additional $100 to pay the salary of the janitor of the Orphans' Court was passed. Mr. Myers offered a resolution that the city commissioners inform the Branch the cost of placing the dock now occupied by the city for scows in a condition to hold the sediment from Jones' falls, etc.—adopted. The President offered a communication from the Association for Improving the Condition of the Poor, asking an appropriation in aid the roof; referred to the committee of ways and means. The ordinance to open Park street from Richmond to Biddle street was discussed at length, and rejected by striking out the enacting clause, by yeas 13, nays 6, as follows:

Yeas—Messrs. Veisley, Wolfe, Myers, Thomas, Bandle, Bolgiano, Naylor, Nicholas, Blanchard, Phelps, Allen, Chase and Teagueyer—13.

Nays—Messrs. President, Bouldin, Brown, Drakeley, Dixon and Hoy—6.

Mr. Thomas offered an ordinance authorizing oyster packers to bring oysters within the city during the months of June, July and August of 1861, for packing purposes; provided that they have the shells forthwith removed; and provided further, that this grant may at any time be revoked by the mayor when in his judgment the health of the city requires it—laid on the table. The branch adjourned till Thursday at 5 o'clock.

Wm. Colton was appointed labor commissioner, in place of Richard Fonder, resigned, also John Conly, in place of Jacob Green, and George Berry, in place of Wm. Burns.

Second Branch.—Branch met. Present Chas. J. Baker, Esq., president and a quorum of members. [illegible] presented a remonstrance of 1,[illegible] against the running of the city passenger cars on Sunday—read and laid on the table. An ordinance for the inspection of gas was received from the first branch, read and passed. The ordinance in relation to the widening of Fayette street, between Calvert and Holliday, was, on motion of Mr. Dean, indefinitely postponed.—This ordinance postponed until 1863 all payments assessed for the opening. A resolution to widen a sewer running from Pennsylvania avenue to Shields alley, and purchase from S. J. Pentz and others the right of property for the purpose, was received from the first branch, read and passed.—Adjourned.

Will the Blockade be Effectual?—Letters of Marque to London.

[*From the Times of the 6th.*]

* * * * How far the dominion of the land extends into the sea is, we know a vexed question upon which many contradictory authorities may be cited, and how far that dominion may be a dominion *de jure*, may possibly admit of some ingenious argument. The question, however, suggested by Mr. Gregory is probably the least pressing and the least doubtful of those which must now occupy the attention of the lawyers and civilians whose duty it is to advise the Government. Much more practical results depend upon the possibility of enforcing a blockade of all the Southern ports on the one side, and of the right to issue letters of marque on the other. It appears to be thought in England that the blockade is not impracticable.

Notwithstanding the enormous length of the line of coast, both on the Atlantic and on the Gulf, the Southern ports from which produce can be shipped with any regularity are few in number.—There are only five railways which strike this coast throughout its entire extent. These terminate at New Orleans and Mobile in the Gulf, and Savannah, Charleston, and Wilmington on the Atlantic. If the United States can blockade these five ports effectually, they to all practical purposes, seal up the Southern States. Of course, they must do this effectively. The validity of mere paper blockades has since been disowned by every Power. It is not the proclamation from Washington—if the Northern proclamations are to continue to be dated from that capital—which will close these ports, but the presence of ships of war stationed off the ports, and capable of preventing the passage of trading vessels.

The United States Navy List claims the possession of forty steamers-of-war, great and small, in commission besides a large fleet of sailing ships, which may probably be set aside as of no great value at the present day. Against these the Confederacy of the South has nothing in the shape of a navy to oppose. If these forty steamers could keep the sea, and could be confined to the duty of blockading the Southern ports, there would be no doubt as to the efficiency of the blockade. These, however, are the only points in which the South is vulnerable. She has no commerce spread abroad upon the seas. She has nothing to protect or to fear for but her coast. She will gladly export and import in European bottoms, which will exempt her goods from seizure on the high sea. But if the North can seal these ports up, then under the congestion of her produce and the want of the equivalents she was accustomed to receive for it, the South must perish or must yield.

But then would arise the question how long can the North throw all the strength of the United States' Navy into the single work of blockading those five ports? The Confederate States have already shown an inclination to issue letters of marque. Against the regular navy of the North the South is about to call forth the predatory instincts of the whole world. *We have been told that there are letters of marque now in London,* and agents have arrived by the last steamer to make contracts for Armstrong guns and all other warlike supplies. Armed parties will come into the markets of Europe and will bid for men and ships. *So far as privateering is concerned the South will have the advantage.*

No adventurer would care to take service with the North, because there would be little or no prey. The South has no commerce, and its produce would be carried in neutral bottoms. *The North, however, has ships upon every sea, and is a victim that will pay a plunderer. There are silk cargoes to be intercepted even in the Eastern seas, and the treasures of California are to be met with afloat.* To protect the commerce will require no small portion of the available United States navy; and it is therefore not quite certain that Mr. Lincoln can respond to the reiterated demands of the merchants of New York to blockade all the ports of the South.

Looking at these matters in a strict English point of view, our interest is, first, if possible, that this melancholy rupture should be repaired, and that either by re-union or by amicable separation peace should be restored. But, if this is impossible, then it becomes our next object that our cotton supply should not be cut off, and that the markets for our manufactures in the South should not be forcibly shut against us. *With this view we shall be compelled to scrutinize the legality of every blockade established on the coasts of the Seceded States.* The Government of Washington has itself relieved us from what might otherwise have been a great danger of being made the principal victim of this unhappy quarrel. At the Treaty of Paris, England and France proposed that all nations should renounce the belligerent right of issuing letters of marque. The United States then refused to join in this Convention, and required for their merchant ships an immunity from the men-of-war as well as from privateers. If America had then joined to make this proposition an universal law of nations, privateers would now be considered pirates, and the South would be at the mercy of the North.

That proposal having, however, been rejected, the belligerent parties hold their ancient rights, and *the commissions of Mr. President Davis, are as good as those of Mr. President Lincoln. As to the resolution of the New York merchants to treat the privateers of the unrecognized South as pirates, it cannot be maintained. Every jurist must hold that, so long as Mr. President Davis is President of a Confederacy of Sovereign States, he has the same right to issue letters of marque which any Chief Magistrate of a Republic either in North or South America would have.*

Privateering—Retaliation.

The financial article of the N. O. *Picayune*, May 16, says:

In the absence of any important developments, the market presents the same quiet features heretofore noticed. One of the main topics of conversation was the achievement of the privateer *Calhoun*, which left port last night, and early this morning took the bark *Ocean Eagle*, of Maine, as a prize, with a cargo of 3,144 bbls. lime. This will be immediately followed by the announcement of more important captures. Other vessels are being rapidly fitted out for similar expeditions.

Our afternoon despatches contained information of a most gallant feat on the part of the Federal forces. They have refused to allow the transportation of cars for our city railroad, which in other words amounts to the forcible seizure of property contracted and paid for some time since. This is equal to the robbery of chicken coops in Illinois and Kentucky, on the presumption that they were destined for this place. Not a moment's time should be lost in retaliating to the complete extent for this vindictive appropriation of the property of innocent parties. All the bills, credits and other availables of Western and Northern parties should be sequestered without delay. This is the only remedy for the vandalism with which hostilities are now being carried on against us.

The *Democratic Standard*, published at the home of ex-President Pierce, says:—

"Those who are urging on the war are a set of reckless men who are making an immense fortune out of the wealth of the country. Look to this matter, men of all parties, for your property is to be taxed to pay the bills."

—A citizen of Charlotte, N. C., who has invented a gun which will fire 120 balls per minute, has gone to Montgomery to get it patented and accepted.

From Virginia.

The precautionary vote upon the ordinance of secession was taken at Alexandria on Tuesday,—among the soldiers from the hitherto strong Union counties of Loudon and Fairfax and the result was for secession 132 against 2. The troops from Warren voted unanimously for secession. At Culpeper Court House, the vote was also all for secession. A good many of the troops were sworn in for 12 months. The Petersburg *Express* of Monday says:

The South Side railroad company's cars left Lynchburg on Friday night last with 500 troops; on Saturday night with 500 more; and on yesterday and last night with 2100 more. These are all troops of the Confederate States, all thoroughly armed and equipped, and a gentleman who has seen them, says they are composed of the best fighting material which Arkansas, Tennessee and Texas can furnish. A striking feature connected with these troops, is the new style of Bowie knife which they carry, now so popular in the extreme West and Southwest. The blade is fourteen inches in length.

Lieutenant Todd, Mrs. Lincoln's brother is engaged in drilling the recruits at Raleigh, N. C. He is a graduate of West Point.

Four hundred of the best sort of draft horses, suitable for war purposes, have been recently purchased by the agents of Virginia in the neighborhood of Staunton, a locality famous for the superiority of its animals of all kinds.

An unsuccessful attempt was made on Tuesday night to set fire to the sword factory in Richmond. The Virginians are throwing up works at West Point and elsewhere on York River. The country is admirably adapted for defensive works.

The Second Regiment of Tennessee Volunteers, 952 strong, under command of Col. Wm. B. Bate, who served in the Mexican war, arrived in Richmond Tuesday night.

The U. S. Brig *Perry* from New York arrived at Old Point on Saturday, also the transport steamer *Keystone State* with troops.

The Alexandria *Sentinel* of yesterday learns that not only has the small-pox broken out among the troops at Washington, but that among the German regiment, there have been several deaths lately, from a disease resembling cholera: said to be superinduced by filthiness and dirt. Four were buried on Tuesday.

The Lynchburg *Republican* says:—Among the Mississippi troops, which left for Harper's Ferry on Saturday, we met with one gentleman who has had the misfortune to lose his right arm from near the elbow, but who, although rejected as unfit for service, has determined to follow his State troops, and take part with them in whatever conflict they may be engaged. He fought gallantly throughout the Mexican war and can use his rifle as well as ever.

From Pensacola.

A letter from Pensacola to the Mobile *Advertiser* dated the 15th says:

Unheralded, President Davis, accompanied by Secretary Mallory and Mr. Wigfall, arrived in the early train of this morning. While here, he is the guest of Secretary Mallory. Without "pomp or circumstance," he made his way to the steamer Time, on which he embarked for the Navy Yard, and the headquarters of General Bragg. As we are now in a measure shut off from from the Yard, I shall be able to give but little, if any, account this evening of what happened there—further than the booming of cannon [illegible] their own shadows. It has been some time since I saw the President, and at first glance took him for Gov. Winston. He was very plainly dressed—no insignia denoting the chief of a great nation. He leaves to-night for Montgomery. The object of his visit had not been *officially* made known, many associate it with some great event,—and I'm inclined to that opinion myself. Since Capt. Adams' notice of blockade, the vessels now in port are hurrying aboard there return cargoes. They complain bitterly of its terms.—Some of them will have to leave half loaded, or fight their way out. The John Bulls are down on Old Abe, and I hope their government is, too.

The vessels of the fleet have been amusing themselves the last two or three days in target firing—practising for the "rebels."

Who Are to Command in Virginia.

The Richmond *Examiner* of yesterday says that three things are certain:

1st. That General Joseph E. Johnston, late of the Federal Army, and now a Brigadier-General of the Southern Confederacy, has been ordered to take command at Harper's Ferry, and ought to have reached his destination either yesterday or to-day. 2d. That General Beauregard has been ordered to the command at Norfolk, and is on his way there. 3. That President Jefferson Davis will come to Richmond so soon as his business at Pensacola is concluded, perhaps by the close of the present week.

From Washington.

The agent of the Associated Press gives a long and glowing account of the raising of the American flag at the Post Office building in Washington yesterday. Mr. Lincoln himself hoisted the flag and made a few remarks as follows:

Several weeks ago the Stars and Stripes hung lank about their staffs all over the Union. So it was to-day when this flag was first raised, but the glorious breeze has unfolded it, and it now floats as it should. He hoped the same breeze was now spreading out our glorious flag all over the nation.

Mr. Blair, Postmaster General, then made a speech, in the course of which he said:

We are no longer Democrats, Whigs and Republicans. We are Americans—standing up for our free institutions, and we mean to exhibit to the world that in pursuance of the great principle of maintaining free institutions we are as one people, devoted to that end, be the end far or near. [Applause.] Do not mistake our Southern friends. I am a Southern man. They beg you to come and rescue them from a military usurpation—from the conspirators against their freedom. [A voice—"Hang every one of them."]

After further remarks he added:

Disarm these conspirators, and these Southern men, like you, will echo your voices in enthusiasm to the Stars and Stripes.

Mr. Secretary Smith then followed in a spread-eagle speech in which he expressed the belief that the American people were equal to all emergencies; that treason would be repelled, rebellion crushed, and the foundations of this glorious republic become stronger, and more enduring after these troubles should have passed away. That their flag will again float over a prosperous and united nation. "Over the land of the free and the home of the brave."

Mr. Asta Burnaga, the new Charge d' Affairs from Chili, was, by appointment, received by the Secretary of State yesterday.

The Navy Department will in the course of this week invite proposals for building the steam machinery of a number of screw gun boats.

It is said that Spain denies that the seizure of San Domingo was in consequence of orders, or with the knowledge of her Government; but she says she must have time and further information before she decides what to do with it. It is not known what the United States, Great Britain and France will say upon the subject.

Trade in the Confederacy.—We are gratified to learn that our merchants are now receiving large supplies of coffee, and other merchandize from New Orleans, *via* Memphis. Also, that several shipments of rice have been made by railroad to Richmond, Memphis, Mobile, and other points in the Confederate States. We hear that upwards of 2,000 bales of cotton have been sent over the Charleston and Savannah Railroad, to fill up vessels now loading at Savannah for Liverpool.—*Charleston Mercury.*

News by Telegraph.

St. Louis, May 22.—Gen. Harney has issued an address notifying the people of Missouri that the forces of both the General and the State Governments will be used to maintain the peace of the State, in the defence of the rights and property of all persons, and to put down evil disposed persons. Gen. Price will disband the State forces, and he will take prompt measures to insure protection to all. The *Democrat* says that the July interest funds will not be diverted from their legitimate course.

St. Joseph, Mo., May 22.—This afternoon the American flag was hoisted over the Post Office. Soon an excited crowd proceeded to the office, cut the pole down and tore the flag to pieces, and then raised the State flag. The latter, however was ordered down by the leader of the crowd, and subsequently they dispersed without committing further acts of violence, and comparative quiet has been restored.

Montgomery, May 22.—The Confederate Congress adjourned late last night, to meet at Richmond on the 20th of July. The tariff bill was passed with some unimportant amendments. The Patent Office bill was signed. No new military appointments were made. A Committee consisting of Messrs. Rives, Hunter and Memminger was appointed to make arrangements to transfer the Military Department to Richmond.

New York, May 22.—Seven boxes containing papers and baggage belonging to General Lee were seized here to-day, *en route* via this city from Texas to Virginia. A quantity of contraband goods shipped by the New Haven Arms Company to O. F. Winchester, Baltimore, were also seized here to-day.

Frederick, May 22.—Mr. Underhill, of the New York *Times*, who was arrested and imprisoned at Harper's Ferry, about a week since, by the Virginia military authorities there, on the charge of being a spy, was released this morning, and arrived here by private conveyance this afternoon.

New Orleans, May 27.—The steamer Arizona has arrived from the Brazos. The surrender of the Federal forces in Texas is confirmed.

New Orleans, May 16.—It is understood here that from two to three more vessels have been captured by privateers.

Wheeling, May 22.—Advices received here yesterday and to-day state positively that Virginia troops are now in the neighborhood of Grafton.

Prizes in the South.

The following information shows that the "ball has opened" in the Southern waters:—

Mobile, May 17th.—The steam privateer *Ivy* captured as a prize, this morning, the ship *Marshall*, of Providence, R. I. The capture took place just outside the bar. Another prize was also captured to-day—name unknown.

The Charleston *Mercury*, of Saturday last, says:

A gentleman who arrived here yesterday, from Wilmington, N. C., informs us that a large ship—name unknown—got aground on the *Frying Pan Shoal*, on Wednesday last. Her boat came into Smithville, N. C., for assistance, when a tug boat went to her aid. She was assisted off by the tug, her captain representing that she was bound on a whaling voyage; but from the very large amount of provisions on board, the suspicions of the North Carolinians became excited, and they have reason to believe that she is a Government transport, bound to some military post on the Gulf—perhaps to Pensacola. They have consequently taken possession of her, had her cargo [illegible] out, and have carried the ship into Smithville, with a cargo of food on board is said to large and fine vessel.

P. S.—A dispatch which we receive just as we go to press, informs us that the vessel in question is the *Thomas Watson*.

The following is from a Florida paper:—

The citizens of St. Augustine, hearing of five vessels at New Smyrna, loading with live oak for the Federal Government, immediately formed a company of thirty men, and under command of Lieut. J. Buffington, proceeded to that point on horseback, while another party started in boats, for the purpose of making prizes of them. Before they reached Smyrna the vessels had left. The volunteers succeeded in capturing the steam towboat *George M. Bird*, and securing about $20,000 worth of live oak. The *George M. Bird*, on being brought to St. Augustine, on Monday last, was saluted by Lieut. Hopkins, in command of Fort Marion.

A Proposition to Major Anderson.—We have been requested by one of our well-known citizens, (says the N. O. Picayune,) to publish the following note from him to the late commander of Fort Sumter. It will be seen that the writer does not seek to deprive the other party to the proposed arrangement, both of his money and his property, though he is professionally engaged in a cause that has for its object the annihilation of the latter's value:

New Orleans, May 16, 1861.

Maj. Robt. Anderson, late of Fort Sumter, S. C.

Sir—You hold my three notes for $1,500 each, with about $1,000 accumulated interest, all due in the month of March, 1862, which notes were given in part payment of twenty-nine negroes, purchased of you in March, 1860. As I consider fair play a jewel, I take this method to notify you that I will not pay those notes: but, as I neither seek nor wish an advantage, I desire that you return me the notes and the money paid you, and the negroes shall be subject to your order, whom you will find much improved by kind treatment, since they came into my possession.

I feel justified in giving you and the public this notice, as I do not consider it fair play that I should be held to pay for the property you so opportunely dispossessed yourself of, and now seek to destroy both their value and usefulness to me. I ask no more than to cancel the sale, restore to you your property, and let each assume his original position; then your present efforts may be considered less selfish, because at your expense, and not mine.

John G. Cocks.

Ben McCullough.—The *Southern Confederacy* gives the following description of General McCullough's personal appearance.

He is six feet high, slender and spare built, but athletic and firmly knit. He is about forty-five years of age; his demeanor quiet, and has none of the tiger-like fierceness of appearance that many have supposed him to possess. His size, height and weight, the glance and color of his eye, the style of his dress, his hair, beard and and features, all resemble the far-famed and invincible Garibaldi more than any other man in the world, except the veritable Giuseppe himself; and McCullough is not a whit behind that celebrated Italian patriot, in courage, skill and ability as a partisan commander.

Bounty for Captures.—Some of the papers make great complaint over the act of the Southern Congress giving a bounty for prisoners captured: but these persons do not seem to know what our own laws on the same point are. If they will turn to the *Navy Register* for 1861, they will find the following:

"And let it be further enacted, that a bounty shall be paid by the United States of $20 for each person on board of any ship of an enemy at the commencement of an engagement which shall be sunk or destroyed by any ship or vessel belonging to the United States of equal or inferior force, the same to be divided among the officers and crew in the same manner as prize money."

The *Independent Republican*, published at St. Clairsville, Ohio, recommends Beecher to preach a sermon to Lincoln from the following text:—Gen. xiii, 8, 9:

"Let there be no strife, I pray thee, between me and thee, and between my herdmen and thy herdmen; for we be brethren. Is not the whole land before thee? Separate thyself, I pray thee, from me."

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SOLUBLE PHOSPHATES.)
DEALERS IN
GRAIN AND FIELD SEEDS
ap 22

BOOK AND JOB PRINTING.
SAMUEL S. MILLS,
BOOK AND
JOB PRINTING
ESTABLISHMENT,
No. 122 BALTIMORE STREET.
(1 door from North Street, Up Stairs.)
BALTIMORE.
☞ Every description of JOB PRINTING executed on reasonable terms, neat and expeditious. ap 22

NORTHERN CENTRAL RAILWAY.
SUPERINTENDENT'S OFFICE,
Calvert Station, Baltimore, May 18, 1861.
☞ On and after SUNDAY, May 19th, trains on the NORTHERN CENTRAL RAILWAY Arrive and depart, until further notice, from CALVERT STATION AS FOLLOWS:
TRAINS NORTH.
Mail at 8.15 A. M.
Express at 3.30 P. M.
Harrisburg Accommodation at 8.00 P. M.
The 8.15 A. M. train connects at the Relay House with trains on the Western Maryland Railroad, at Hanover Junction with Hanover and Gettysburg Railroads; at York with York and Wrightsville Railroad, at Harrisburg with Pennsylvania Railroad for all parts of the West, also with Lebanon Valley Railroad to New York DIRECT; at Northumberland with L. & B. Railroad for Kingston and all parts of Wyoming Valley; at Sunbury with Philadelphia and Erie Railroad for all parts of Northern Pennsylvania and New York.
The 3.30 P. M. train makes all the above connections except Hanover Railroad, Wrightsville Railroad, and the Lebanon Valley Railroad. The 8 P. M. train makes connections with the Pennsylvania Railroad for all parts of the West, and direct connections with New York.
TRAINS ARRIVE.
Mail at 6 10 P. M.
Express at 7 45 A. M.
Harrisburg Accommodation at 1 P. M.
For TICKETS and information, apply at the TICKET OFFICE, Calvert Station, N. E. corner of Calvert and Franklin streets, Baltimore.
my 21 d JAS. C. CLARKE, Superintendent.

FOR THE WEST AND SOUTH.
VIA THE BALTIMORE AND OHIO RAILROAD.
On and after April 15th, 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 3.30 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 8.00 A. M.
THE ELLICOTT'S MILLS TRAIN leaves W[illegible] at 11 A. M., and 1.45 and 5.00 P. M., and Ellicott's Mills at 10 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 8.00 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.25 and 7.30 A. M., and 2.45 and 4.45 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 4.15 A. M., WAY MAIL at 9.45 A. M.; EVENING MAIL at 4.45 P. M.
ON SUNDAYS at 4.45 P. M. only. All trains connect with New York Trains except 4.45 P. M., on Saturdays.
A Freight Train, with Passenger Car attached, leaves at 3.00 P. M., stopping at all stations between Baltimore and Havre de Grace.
From PHILADELPHIA to BALTIMORE at 8.15 A. M., 11.30 A. M., and 11.30 P. M.
DELAWARE RAILROAD FOR SALISBURY AND INTERMEDIATE POINTS.
By leaving to 4.15 A. M. train will connect at Wilmington with 9 to A. M. train, daily (except Sunday) for Milford, Salisbury and intermediate stations.
NOTICE.—All coloured 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 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 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 safely and carried under deck without taking off the wheels.
R. J. CAPRON & CO., are my agents, to receive freight on board of the Steamer Wednesdays and Thursdays, and on Fridays up to 3 o'clock, P. M.
For further information and Blank Receipt of form used by the Company, apply on board, or to
R. J. CAPRON & CO., Agents,
No. 27 Bowly's wharf, Baltimore.
F. SLAUGHTER, President, Fredericksburg, Va.
ap 22

FOR WASHINGTON, ALEXANDRIA, GEORGETOWN AND THE POTOMAC RIVER LANDINGS.
The Steamer COLUMBIA, Captain James Hayes, 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 resume her route 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, at the option of the owner.
All freight must be prepaid.

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 they are now prepared to offer to the public a direct route, at as low rates as any other route.
For rates and other information apply to
CHARLES WORTHINGTON,
Commerce street Wharf.
ap 22

FOR FREDERICKSBURG, VA., AND LANDINGS ON RAPPAHANNOCK RIVER.
The new and fast sailing steamer LOGAN, A. B. Harrison, 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 & FLEMING,
Agents at Fredericksburg, Va.

FOR ANNAPOLIS, WEST AND SOUTH RIVERS.—Steamer COLE, leaves Light street wharf on every WEDNESDAY at 4 and SATURDAY MORNING, at 9 o'clock, returning the day and Monday—leaving South River at 7 o'clock, and West River at 9 o'clock, direct for Baltimore. WM. T. RICE, Captain.
F. S.—For Sassafras River every Tuesday and Friday morning at 7 o'clock, returning same day, leaving Georgetown at 12 o'clock. ap 22

NOTICE.
OFFICE ADAMS EXPRESS COMPANY,
134 BALTIMORE STREET, BALTIMORE, MD.
GOODS FOR THE CONFEDERATE STATES must pay duties at this office.
Invoices, sworn to by consignors, must accompany all Goods and Packages. THE ADAMS EXPRESS CO.
Baltimore, March 29, 1861.

FOR FREDERICKSBURG, AND LANDINGS ON THE RAPPAHANNOCK RIVER.
The steamboat VIRGINIA, Capt. Jno. Fairbank, leaves Baltimore from her wharf, Light Street, foot of Barre street, EVERY FRIDAY AFTERNOON, at 4 o'clock. ap 22

E. WHITMAN & CO.,
No. 62 EXCHANGE PLACE BALTIMORE, MD.
Manufacturers of
Sash Cypress.
Hemlock Joist, Thresholds, Wheel Plows, Cotton Gin Mills, Hay Presses, Circular Cylinders.
Cypress Shingles, Cypress Sash Cypress, Cypress Siding, Cypress Pickets, Cypress Planks.
Water Digs, Cypress Spouting, Cypress Buckets, Pump