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The South.

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Th. W. Hall, Jr. Editor.

Vol. 1. No. 54. Baltimore, Saturday Evening, June 22, 1861.

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."

REBEL POETRY.

THE STATE AND STARLING.

"Looking up, I saw a Starling hung in a little cage; "'I can't get out—I can't get out,' said the Starling."—(*Sterne's 'Sentimental Journey.'*)

Starling! Starling! airy of wing—
Wherefore a lonely prisoner there?
Would'st not merrily sport and sing,
Free with thy mates, in the boundless air?
Up and around the Starling sprang;
Frantic, he flattered his cage about,
The while his plaint, unchanging, rang—
"I can't get out—I can't get out!"

Maryland! Maryland! free of heart—
Wherefore art *thou* a captive here?
Would'st not, fetterless, hence depart,
Girt with the *arms* of thy kindred dear?
Piercing the Union bars there came,
Smothered but deep, an answering shout;
And still, methought, was the cry the same—
"I can't get out—I can't get out!" A.

BATTLE SONG OF THE MARYLAND LINE.

To arms! to arms! the fight's begun,
Virginia sounds the call;
Her soil with heroes' blood is damp,
It echoes to the hirelings' tramp,
Arouse ye, one and all!

For gold let Lincoln's legions fight,
Or plunder's bloody gain;
Unbribed, unbought, our swords we draw,
To guard our rights, to save our law,
Nor shall we strike in vain.

We leave awhile our native shores,
A band of brothers true;
The Southern cause we will defend,
And battle for it to the end,
Against the tyrant's crew.

To arms! to arms! the battle waits,
Shall vengeance call in vain?
The foe is master in our home,
Our brethren wait until we come,
To break their galling chain.

Shall we, too, bend the stubborn head,
In Freedom's temple born?
No! rather famine, wounds and death,
So we can draw untainted breath,
And hurl back force with scorn.

To arms! the cause is ours to win;
Our homes are still to save!
To arms! our brethren are in chains,
The tyrant's hirelings tread our plains,—
Arm! Freedom or the grave!

Farewell awhile to home and friends!
Adieu each tender tie!
Resolved, we mingle in the tide,
Where charging squadrons furious ride.
To conquer or to die.

To arms! to arms! "Old Maryland!"
High sounds the battle call!
Combined by Honor's sacred tie,
Our word is Law and Liberty!
March forward, one and all! E. S.

Baltimore County, June 19.

Mr. Russell's Last Letters.

We make the following extracts from the letters of Mr. Russell to the London *Times*:

Montgomery, May 6, 1861.—Although I have written two letters since my arrival at Charleston, I have not been able to give an account of many things which have come under my notice, and which appeared to be noteworthy, and now that I am fairly on my travels once more, it seems only too probable that I shall be obliged to pass them over altogether. The roaring fire of the revolution is fast sweeping over the prairies, and one must fly before it or burn. I am obliged to see all that can be seen of the South at once, and then, armed with such safeguards as I can procure, to make an effort to recover my communications. Bridges broken, rails torn up, telegraphs pulled down—I am quite in the air, and air charged with powder and fire.

One of the most extraordinary books in the world could be made out of the cuttings and parings of the newspapers which have been published within the last few days. The judgments, statements, asseverations of the press everywhere necessarily hasty, ill-sifted, and off-hand, do not aspire to even an ephemeral existence here. They are of use if they serve the purpose of the moment, and of the little boys who commence their childhood in deceit and continue to adolescence in iniquity by giving vocal utterance to the "sensation" headings in the journals they retail so sharply and curtly. Talk of the superstition of the Middle Ages, or of the credulity of the more advanced periods of rural life; laugh at the Holy Coat of Treves, or groan over the Lady of Salette; deplore the faith in winking pictures or in a *communique* of the *Moniteur*; moralize on the superstition which discovers more in the liquefaction of the ichor of St. Gennaro than a chemical trick, but if you desire to understand how far faith can see and trust among the people who consider themselves the most civilized and intelligent in the world, you will study the American journals and read the telegrams which appear in them. One day the 7th New-York Regiment is destroyed for the edification of the South, and is put up into such small pieces that none of it is ever seen afterward. The next day it marches into Washington or Annapolis, all the better for the process. Another, in order to encourage the North, it is said that hecatombs of dead were carried out of Fort Moultrie, packed up for easy traveling in boxes. Again, to irritate both, it is credibly stated that Lord Lyons is going to interfere, or that an Anglo-French fleet is coming to watch the ports, and so on through a wild play of fancy, inexact in line as though the batteries were charged with the aurora borealis or Summer lightning, instead of the respectable, steady, manageable offspring of acid and metal, to whose staid deportment we are accustomed at a moderate price for entrance. As is usual in such periods, the contending parties accuse each other of inveterate falsehood, perfidy, oppression, and local tyranny and persecution. "Madness rules the hour." * * * * * *

I expressed a belief in my first letter, written a few days after my arrival, that the South would never go back into the Union. The North thinks that it can coerce the South, and I am not prepared to say they are right or wrong; but I am convinced that the South can only be forced back by such a conquest as that which laid Poland prostrate at the feet of Russia. It may be that such a conquest can be made by the North, but success must destroy the Union as it has been constituted in times past. A strong Government must be the logical consequence of victory, and the triumph of the South will be attended by a similar result, for which, indeed, many Southerners are very well disposed. To the people of the Confederate States there would be no terror in such an issue, for it appears to me they are pining for a strong Government exceedingly. The North must accept, whether they like it or not. Neither party, if such a term can be applied to the rest of the United States and to those States which disdain the authority of the Federal Government, was prepared for the aggressive or resisting power of the other. Already the Confederate States perceive that they cannot carry all before them with a rush, while the North have learnt that they must put forth all their strength to make good a tithe of their lately uttered threats. But the Montgomery Government are now, say, anxious to gain time, and to prepare a regular army. The North, distracted by apprehensions of vast disturbances in its complicated relations, is clamoring for instant action and speedy consummation. The counsels of the moderate men, as they were called, have been utterly overruled. * * * * * *

I have already endeavored to describe the portion of the State through which I traveled, and the aspect of Charleston, and I will now proceed, at the risk of making this letter longer than it should be, to make a few observations on matters which struck me during my visit to one or two of the planters of the many who were kind enough to give me invitations to their residences in the State. Early one fine morning, I started in a coasting steamer to visit a plantation in the Pedee and Waccamaw district, in the island coast of the State, North of Charleston.

The only source of uneasiness in the minds of the party arose from the report that the United States squadron was coming to blockade the port, which would have cut off our line of retreat, and compelled us to make a long detour and a somewhat difficult journey by land, seeing that the roads are mere sand tracks, as the immense number of rivers and creeks offers some excuse for not improving the means of land communication. Passing Sumter, on which men are busily engaged, under the Confederate flag, in making good damages, and mounting guns, we put out a few miles to sea, and with the low sandy shore, dotted with soldiers, and guard-house, and clumps of trees, on our left, in a few hours pass the Santee River, and enter an estuary into which the Pedee and Waccamaw Rivers run a few miles further to the north-west. The arid, barren, pine-covered sand-hills which form the shores of this estuary are guarded by rude batteries, mounted with heavy guns, and manned by the State troops, some of whom we can see strolling along the beach, or, with arms glancing in the sun-light, pacing up and down on their posts. On the left hand side there are said to be plantations, the sites of which are marked by belts of trees, and after we had proceeded a few miles from sea, the steamer ran alongside a jetty and pier, which was crowded by men in uniform, waiting for the news, and for supplies of creature comforts.

Ladies were cantering along the fine hard beach, and some gigs and tax-carts, fully-laden, rolled along very much as one sees them at Scarborough. The soldiers on the pier were all gentlemen of the county. Some, dressed in gray tunics and yellow facings, in high felt hats and plumes, and jack-boots, would have done no discredit in face, figure, and bearing, to the gayest cavaliers who ever thundered at the heels of Prince Rupert. Their horses, full of Carolinian fire and mettle, stood picketed under the trees along the margin of the beach. Among these men who had been doing the duty of common troopers in patrolling the seacoast, were gentlemen possessed of large estates and princely fortunes; and one who stood among them was pointed out to me as captain of a company for whose uses his liberality provided unbounded daily libations of champagne, and the best luxuries which French ingenuity can safely imprison in those well-known caskets with which Crimean warriors were not unacquainted at the close of the campaign. They were eager for the news, which was shouted out to them by their friends in the steamer, and one was struck by the intimate personal cordiality and familiar acquaintance which existed among them. Three heavy guns, mounted in an earthwork, defended by palisades, covered the beach and landing-place, and the garrison was to have been reinforced by a regiment from Charleston, which, however, had not got in readiness to go up on our steamer, owing to some little difficulties between the Volunteers, their officers, and the Quartermaster-General's department. I mention these particulars to give an idea of the state of defense in which South Carolina holds itself, for, unless Georgetown, which lies at the head of this inlet, could be considered an object of attack, one seeks in vain for any reason to induce an enemy to make his appearance in this direction. A march on Charleston by land would be an operation of extreme difficulty, through a series of sandhills, alternating with marshes, water-course, rivers, and flooded rice-fields.

Speaking of the negroes who wait upon him he says:

My black friends who attend on me are grave as Mussulman Khitmutgars. They are attired in liveries, and wear white cravats and Berlin gloves. At night, when we retire, off they go to their outer darkness in the small settlement of negrohood, which is separated from our house by a wooden palisade. Their fidelity is undoubted. The house breathes an air of security. The doors and windows are unlocked. There is but one gun, a fowling piece, on the premises. No planter hereabout has any dread of his slaves. But I have seen within the short time that I have been here in this part of the world, several dreadful accounts of the murder and violence in which masters suffered at the hands of their slaves. There is something suspicious in the constant, never-ending statement that "We are not afraid of our slaves." The curfew and the night patrol in the streets, the prisons and watch-houses, and the police regulations prove that strict supervision, at all events, is needed and necessary. My host is a kind man and a good master. If slaves are happy anywhere they should be so with him. These people are fed by their master. They have upward of half a pound per diem of fat pork, and corn in abundance. They rear poultry, and sell their chickens and eggs to the house. They are clothed by their master. He keeps them in sickness as in health. Now and then there are gifts of tobacco and molasses for the deserving. There was little labor going on in the fields, for the rice has been just exerting itself to get its head above water. These fields yield plentifully, for the waters of the river are fat, and they are let in, whenever the planters require it, by means of floodgates and small canals, through which the flats can carry their loads of grain to the river for loading the steamers.

His next letter is from Mobile and is as follows:

Mobile, Sunday, May 12.

The heat of the city rendered an excursion to which I was invited, for the purpose of visiting the forts at the entrance of the bay, exceedingly agreeable, and I was gald to get out from the smell of warm bricks to the breeze waters of the sea. The party consisted many of the leading merchants and polititians of the city, which is the third in importance as a port of exportation in the United States of America. There was not a man among them who did not express with more or less determination the resolve never to submit to the rule of the accursed North. Let there be no mistake whatever as to the unanimity which exists at present in the South to fight for what it calls its independence, and to carry on a war to the knife with the Government of the United States. I have frequently had occasion to remark the curious operation of the doctrine of State Rights on the minds of the people; but an examination of the institutions of the country as they actually exist leads to the inference, that where the tyranny of the majority is at once irresponsible and cruel, it is impossible for any man, where the doctrine prevails, to resist it with safety of success. It is the inevitable result of the action of this majority, as it operates in America, first to demoralize and finally to absorb the minority; and even those who have maintained what are called "Union doctrines," and who are opposed to secession or revolution, have bowed their heads before the majesty of the mass, and have hastened to signify their acquiescence in the decisions which they have hitherto opposed.

A man's State, in fact, under the operation of these majority doctrines to which I have adverted, holds hostages for his fidelity to the majority, not only in such land or fortune as he may possess within her bounds, but in his family, his relatives and kin, and if the State revolts the officers who remains faithful to the flag of the United States is considered by the authorities of the revolting State a traitor, and, what is worse, he is treated in the persons of those he leaves behind him as the worst kind of political renegade.

* * * * * *

An intelligent and accomplished officer who accompanied me to-day around the forts under his command told me that he had all along resisted Secession, but that when his State went out he felt it was necessary to resign his commission in the United States Army, and to take service with the Confederate. Among the most determined opponents of the North, and the most vehement friends of what are called here "domestic institutions," are the British residents. English, Irish and Scotch, who have settled here for trading purposes, and who are frequently slaveholders. These men have no State rights to uphold, but they are convinced of the excellence of things as they are, or find it their interest to be so.

* * * * * *

The steamer proceeded across the channel to Fort Morgan, which is a work of considerable importance and is assuming a formidable character under the superintendence of Col. Hardee, formerly of the U. S. Army. It has a regular terrace, bastion and curtain, with a dry ditch and drawbridge, well made casemates and bomb-proof, and a tolerable armament of columbiads, 42 and 32-pounders, a few 10-inch mortars, and light guns in the external works at the salients. The store of ammunition seems ample. Some of the fuses seem antiquated, and the gun-carriages are old-fashioned.

The open parade and the unprotected gorges of the casemates would render the work extremely unpleasant under a shell fire, and the buildings and barracks inside are at present open to the influences of heat. The magazines are badly traversed and inadequately protected. A very simple and apparently effective contrivance for dispensing with the use of the sabot in shells was shown to me by Col. Maury, the inventor. It consists of two circular grummets of rope, one at the base and the other at the upper circumference of the shell, made by a simple machinery to fit tightly to the sphere and bound together by thin copper wire. The grummets fit the bore of the gun exactly, and act as wads, allowing the base of the shell to rest in close contact with the charge, and breaking into oakum on leaving the muzzle.

Those who know what mischief can be done by the fragments of the sabot when fired over the heads of troops will appreciate this simple invention, which is said to give increased range to the horizontal shell. There must be about sixty guns in this work; it is over garrisoned, and, indeed, it seems to be the difficulty here to know what to do with the home volunteers. Rope mantlets are used on the breeches of some of the barbette guns. At night the harbor is in perfect darkness. Notwithstanding the defences I have indicated it would be quite possible to take Fort Morgan with a moderate force well supplied with the means of vertical fire.

"Are there many mosquitoes here?" inquired I of the waiter on the day of my arrival. "Well, there is a few, I guess; but I wish there were ten times as many." "In the name of goodness why do you say so?" asked I with some surprise and indignation. "Because we'd get rid of the —— Black Republicans out of Fort Pickens all the sooner," replied he. There is a strange unilateral tendency in the minds of men in judging of the operation of causes and results in such a contest as that which now prevails between the North and the South. The waiter reasoned and spoke like many of his betters. The mosquitoes, for whose aid he was so anxious, were regarded by him as true Southerners, who would only torture his enemies. The idea of these persecuting little fiends being so unpatriotic as to vex the Confederates in their sandy camp never entered into his mind for a moment. In the same way a gentleman of intelligence, who was speaking to me of the terrible sufferings which would be inflicted on the troops at Tortugas and Pickens by fever, dysentery and summer heats, looked quite surprised when I asked him "whether these agencies would not prove equally terrible to the troops of the Confederates?"

THE MARYLAND LEGISLATURE.

Adjourned Special Session.

Frederick, June 21.

HOUSE OF DELEGATES.

Mr. Warfield presented the memorial of certain merchants of Baltimore in favor of a reduction of taxes on auction sales.

Mr. Morfit, of Baltimore, submitted an order looking to the ascertainment of what reduction in the general expenses of the State can be made. Adopted.

An act to make valid the qualifications of all military officers appointed since the enactment of the code was adopted.

There was some prospect of the House being left without a working quorum by the departure of a number of members for their homes, when Mr. Wallis moved a call of the House and the sergeant-at-arms was dispatched, with his mace, to bring in the absentees, the doors of the House being meantime closed. The proceedings under the call consumed about one hour and a half, resulting in the enforcement of the attendance of but one out of the eight or nine absent members.

The message of the Senate relative to an adjournment was taken up, and an amendment was adopted proposing that the House adjourn on Tuesday next, to meet at Frederick on the 30th of July.

Mr. McCleary desired to offer a protest on behalf of the minority, protesting against the action of the majority of the House in continuing the session.

Mr. Wallis objected to the terms of the protest as disrespectful to the House, and Mr. McCleary refusing to amend or modify the offensive expressions, the House, on motion of Mr. Wallis, refused to receive the protest.

SENATE.

The Senate adopted the series of bills reported in the House by Mr. Gordon relative to actions upon wrongs done to the person, attachments against the property of non-resident parties to such actions, &c. The act empowering county commissioners to levy a tax for domestic defence was passed; also the House bill suspending the enforcement of bonds for the return of State arms.

A number of local bills were passed. The message of the House relative to an adjournment was concurred in.

The Senate is now holding an evening session.

The Privateers.

(*From the Charleston Mercury, June 12.*)

It is confidently rumored that the crew of the *Savannah*, which lately sailed from this port, are now prisoners on the *Wabash*, Capt. Mercer, and are threatened with summary punishment. With all our experience of the treachery and cruelty of Lincoln and his despotic horde of underlings and satraps, we cannot believe that Com. Stringham, Capt. Mercer, or others of the United States Navy, who have been recognized as gentlemen and as officers in honorable service, can descend to such cruelty and unprecedented outrage. The rights and privileges of privateering have been maintained and asserted by the United States, and the separate and distinct existence of the Confederate States as a political power has been also practically recognized, in many ways, by the Lincoln States.—From the outset of the controversy the Southern States have been scrupulously exact in recognizing the courtesies and civilities of warfare.

Robert Anderson, who began the war, as a subordinate, against pledges and promises, was treated for weeks with more attention and courtesies than were bestowed on many of our own officers. When taken prisoner, he and his command were released with unusual honors.

Gen. Harney was taken prisoner at Harper's Ferry and was released with honor.

Lieut. Col. Morris, United States Army, has been twice or thrice arrested on good grounds, and yet has been discharged.

Many prisoners were taken in Texas, and were honorably released.

We need not multiply instances to prove that the South, if compelled to defend her rights by war, has deserved an honorable war, modified by all the limitations and amenities of modern war among Christian and civilized nations. Even the outrages and bestial excesses perpetrated by the blackguards who have been turned loosed on Virginia have not provoked retaliation. This forbearance must soon find a limit if the threats above referred to are executed. We now have the means of retalliation to some extent, and the fortune of war and our own efforts will soon give us ample opportunities. Every citizen of a Lincoln State that is or falls within our reach will be a subject of retaliation. The property of all such citizens, situated within the Confederate States, will also be deemed subject to confiscation. We deprecate the necessity or occasion for such proceedings; but if the enemy give this tone and color to the war, we must leave the case to the judgement of the world, and use all the means of defense, retaliation and reprisals in our power. It will, perhaps, make the war more terrible, but more decisive and less protracted. It cannot make the South more determined on resistance and final separation. It may, however, prevent, even after war, a long course of peace, the growth and re-establishment of peaceful relations of commerce and social intercourse between the North and South. We warn the foe in time, and we devoutly trust the warning will be heeded. If the motto and rule of savage and heathen warfare are established by the United States, no prisoners will be taken or kept alive under that hateful flag. We can erect the gallows or the gibbet as well as others.

War Movements.

The news this morning is not important, we annex the *Associated Press* despatches:

Affairs about Washington and Alexandria.

Washington, June 21.—The Eighteenth New York Regiment went into camp to-night, probably at Arlington. Five regiments on this side of the Potomac are under orders to march at a moment's warning, thus indicating a preparation for any sudden emergency. The First Massachusetts Regiment, of Boston, are encamped midway between Georgetown and the Chain Bridge. Their pickets extend from the former point to the latter, a distance of three miles. First Lieutenant David Lewis, of the Metropolitan Rifles of the District of Columbia, was accidentally and fatally shot this morning at the Chain Bridge, by one of his comrades.

Additional measures are to be consummated before awarding contracts for building gunboats under the recent advertisement of the Navy Department. A circular has been prepared, and a copy is to be sent to each of the two hundred bidders, proposing to give $56,000 for a gunboat constructed in seventy days; $54,000 if in ninety days; and $52,000 if in one hundred and five days; the entire number of boats being twenty-five, of the class designated. If the acceptors exceed this number, then they are to draw lots or otherwise decide as to whom the contracts shall be awarded.

Henry B. Tyler, a Lieutenant in the Marine Corps recently arrested at New York, was to-day dismissed from the service.

Alexandria, June 21.—It has been exceedingly quiet here to-day. There is not even a rumor afloat. The excessive hot weather prevents all unnecessary excitement. Reports from the outposts on the Loudoun Railroad this evening are of a peaceful character, excepting that the Confederate flag can be seen floating by our pickets two miles outside our camps. The Fairfax, and Orange and Manassas Railroads are now looked to with more interest by your correspondent, as the Secession pickets are reported to have approached at times as near as Georgas, about eight miles out. The danger of being removed to Richmond *ahead of the army* prevents a personal visit to inquire into the truth of this rumor.

The Washington *Star* of last evening has the following:

Alexandria, June 21.—It is very apparent to those who are acquainted with the Potomac, Rappahannock and York rivers, and other points on the Chesapeake, that the Southern forces, led by experienced resigned engineers and naval officers, are preparing batteries at various places on these rivers, which, before we are aware, will totally close their navigation—that of the Potomac in particular. Thus far, they have had all the opportunities they could desire for the purpose, and are availing themselves of them, no doubt, most effectively. The United States, meanwhile, are doing—what? Sending a little cockboat, or a miserable shell of a river steamboat, to pop a few guns at them—getting the boats well peppered, and the men killed.

Yesterday General McDowell ordered the New York 3d, 28th and 69th regiments to hold themselves in readiness to march at a moment's warning, and at 11 A. M. the 69th—1,100 strong—moved to Bull's Cross Roads, where they found Capt. Brackett's company of the 2d (regular) cavalry, and the battery of the New York 8th regiment. Col. Corcoran commands his own (the 69th) regiment at that point, and the whole force there is commanded by Col. Hunter, of the regular service. Lieut. Tompkins, with his cavalry company, yesterday took post at Falls Church, one mile in advance of the most advanced position occupied by any federal forces, (except pickets,) on the night before. On the night before last Lieut. Tompkins got in good view of the secession battery at Vienna, and found it had been strengthened since McCook's regiment paid it a visit by mistake; the force there having evidently been subsequently increased.

From the West.

Col. Wallace's command at Cumberland seem to be in a dangerous situation, we have the following despatches:

Bedford, Pa., June 20.—A messenger that left Cumberland last night brings information that on learning of the approach of Secessionists in large force, Col. Wallace started his baggage wagons towards Bedford, and then changed his position to the north side of the town (Cumberland) to await their arrival. They (the Secession force) were at that time within five miles, 3,500 strong, and were advancing. They, however, only came near enough to burn the bridges of the Baltimore and Ohio Railroad and cut the telegraph wires. Hearing how Wallace's command was posted, the Confederates turned about and retreated to Romney. This messenger brought a request from Colonel Wallace for an addition to his force.

Harrisburg, Pa., June 21, 6 A. M.—Orders have just reached here to send to Cumberland, to join Col. Wallace's command, two full regiments of infantry, a company of regular cavalry, and a company of artillery. They will doubtless be on the train to that end in two or three hours.

Gen. McClellan has arrived at Marietta, Ohio, which is a short distance above Parkersburg.

Hagerstown, June 21.—The heat to-day has been oppressive beyond measure. No collisions have occurred on the line of the Potomac to-day. No news has yet been heard of Lieut. Colonel Bowman and Sergeant Charles, captured by the Confederates on Wednesday. The Government now have possession of the lines of telegraph from here to Frederick, and the one just completed to Chambersburg to-day. The soldiers determined to-day to arrest Dr. Magill, of this place, said to be a prominent secessionist, to hold him as a hostage, but gave up their purpose. The Doctor was very much excited at the threatened arrest.

An express messenger, sent south of the Potomac to ascertain the real position and strength of the Confederates along the Martinsburg and Winchester route, returns the number at four hundred stationed in the neck of the Potomac, opposite Williamsport: one hundred and seventy at Bunker Hill, a small village half-way between Martinsburg and Winchester, and eleven thousand strong at Stevenson's Station, four miles this side of Winchester. Upon the truthfulness of this statement you may implicitly rely. Two thousand more are in the vicinity of Winchester. They are preparing strenuously for a defence against an attack by General Patterson's column. Important movements are contemplated by this column. The enemy appear to be thoroughly posted in regard to all the movements, and know that the line of attack will be by Martinsburg. The movement will begin within a day or two.

A letter from Williamsport says:

It is reported, and generally believed, that the enemy will soon plant a battery opposite to our town, and where they can bombard it. There is great commotion in town. A number of families have left, and others are living with their silver and clothing packed ready for flight. Two heavy cannon, twenty-four pounders, and also one eight-inch howitzer are to be planted on the hill between the town and river to-night. The position will be a very fine one, commanding the river up and down and the Berkeley hills, for miles across. A body of United States cavalry came into town this morning, besides which General Cadwallader has about 6,000 infantry with him here in camp.

Cairo, June 20.—The First Regiment of Illinois Volunteers arrived here this evening. The 11th Regiment to-day relieved Col. Schutner's Riflemen at Bird's Point, and Col. Schutner's command went into camp here.

Chicago, June 20.—A special despatch to the *Evening Journal*, dated Cairo, 20th, says: "We are expecting an attack soon from Gen. Pillow, at the head of an army variously estimated at from 10,000 to 30,000. Something of the kind will happen here before long, of which the superior officers seem to be well aware. There is a rumor here that a large force of Ohio troops and several gunboats are coming down the Ohio river to join us."

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 5.00 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 Station; at Northumberland with L. & B. Railroad for Lewisburg 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 5 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.

JAS. C. CLARKE, Superintendent.

may 21-d

PHILADELPHIA WILMINGTON AND BALTIMORE RAILROAD.

SPRING AND SUMMER ARRANGEMENT.

On and after MONDAY, April 15th, Passenger Trains for Philadelphia will leave PRESIDENT STREET DEPOT daily (except Sundays) as follows, viz:

EXPRESS TRAIN at 6.15 A. M., WAY MAIL at 9.45 A. M., EVENING MAIL at 4.45 P. M.

ON SUNDAYS at 4.45 P. M. only. All trains connect with New York Trains 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 10.30 P. M.

DELAWARE RAILROAD FOR SALISBURY AND INTERMEDIATE POINTS.

By leaving at 6.15 A. M. train will connect at Wilmington with 9.05 A. M. train, daily (except Sunday) for Milford, Salisbury and intermediate stations.

NOTICE.—All colored persons, whether bond or free, will be required to bring some responsible white person, personally known to the undersigned, who will be willing to sign a bond to the Company, before they will be taken over any portion of the road.

WM. CRAWFORD, Agent.

op-22

FOR THE WEST AND SOUTH.

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 5.30 A. M.; Express daily at 3.15 P. M.

Both trains go directly for ALL PARTS OF THE WEST, SOUTHWEST AND NORTHWEST.

FOR WAY PASSENGERS.

Between Baltimore and Piedmont take the 8.30 A. M. train, between Piedmont and Wheeling take Accommodation train leaving Piedmont at 6.00 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 3.30 P. M. train from Baltimore.

THE FREDERICK TRAIN leaves Baltimore at 4.30 P. M. and Frederick at 4.00 A. M.

THE ELLICOTT'S MILLS TRAIN leaves Baltimore at 11 A. M., and 4.45 and 5.00 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 8.00 A. M., and 3.00 and 5.00 P. M. (on Sundays at 4.00 A. M. only). Leave Washington at 6.25 and 7.30 A. M., and 2.15 and 4.45 P. M. (on Sundays at 2.15 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 Offices.

W. P. SMITH, Master of Transportation.

L. M. COLE, General Ticket Agent. op 22

NOTICE—CHANGE OF DAYS TO THE PATUXENT RIVER

The steamers GEORGE WEEMS and MARY WASHINGTON will leave Baltimore for the Patuxent River on the following days:

Saturday, Tuesday and Thursday, commencing Saturday morning, June 1st, 1861, at 6 o'clock, for Hill's Landing direct, and continue during the season.

Returning every Monday, Wednesday and Saturday. The boat leaving Hill's Landing on Monday and Wednesday will be direct for Baltimore.

The Saturday boat will leave Hill's Landing on Friday for Baltimore, leaving Benedict Saturday morning at 6 o'clock for Baltimore.

The above steamers will call at all the usual landings on the River, also at Fair Haven and Plum Point, going and returning.

Freights received up to 5 o'clock on the days previous to the departure of the boats.

Passage to Patuxent River.....$1.00 Meals extra.
Do. Plum Point..... 1.00 Do.
Do. Fair Haven..... 50 Do.

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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 9 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., Brady'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 Brady's wharf, Baltimore.

F. SLAUGHTER, President, Fredericksburg, Va.

ap 22

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 South-western Railroads with great expedition, at rates as low as any other route.

For rates and other information apply to

CHARLES WORTHINGTON, Commerce street Wharf.

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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 Patuxent River every Tuesday and Friday morning at 7 o'clock, returning same day, leaving Georgetown at 12½ o'clock. ap 22

FOR FREDERICKSBURG, VA., AND LANDINGS ON RAPPAHANNOCK RIVER

Baltimore and Fredericksburg Steamboat Company's line from Steamer LOZIAN, W. B. Kirwan, Captain, leaves Bald more 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, Agents at Fredericksburg, Va.

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NOTICE. OFFICE ADAMS EXPRESS COMPANY,

161 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.

Baltimore, March 29, 1861. THE ADAMS EXPRESS CO.

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. Noah Fairbank, leaves Baltimore from her wharf on LIGHT STREET, foot of Barre street, EVERY FRIDAY AFTERNOON at four o'clock. ap 22

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 20th day of May, 1861.

JOHN P. CLARK, Executor.

J. WHITMAN & CO., No. 62 EXCHANGE PLACE, BALTIMORE, Md.

Manufacturers of

Horse-powers, Threshers, Wheat Fans, Corn and Cob Mills, Hay Presses, Chaff Cutters, Straw Cutters, Corn Husk Cutters, Corn Shellers, Plantations, Cultivators, Cotton Planters, Wheat Drills, Lime Spreaders, Wheel Barrows, Hand Barrows, Hay and Manure Forks, Horticultural Tools of every description. Also, dealers in Seeds, Shovels, Rakes, Field and Garden Seeds, Guano, &c. ap 22 4m

TO THE PUBLIC.

J. W. HARPER & CO., *BILL POSTERS AND DISTRIBUTORS*, No. 13 North street, Basement.

je 13

F. L. CLAIBORNE. T. C. S. FERGUSON.

CLAIBORNE & FERGUSON,

AGENTS FOR THE SALE OF

VIRGINIA MANUFACTURED

TOBACCO,

No. 20 SOUTH CALVERT STREET,

ap 21 3m BALTIMORE, MD.

INSURANCE AGENCIES.

COLUMBIAN (MARINE) INSURANCE COMPANY,

NEW YORK.

CASH CAPITAL PAID UP.....$300,000
ASSETS NOVEMBER 30th, 1860.....$1,204,142.69

B. 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., 16 Spear's wharf.

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