The South.

MONDAY AFTERNOON, JULY 8, 1861.

Baltimore is to be "bombarded," "shelled," "burned with fire," "laid in ashes," "laid low," "crushed," "destroyed," "annihilated," "wiped out," "blotted from the map," "razed," "levelled with the ground," "ploughed with cannon-balls, and sown with gunpowder," "sacked," "pillaged," "swept with fire and sword," "made an abode for owls and satyrs, and a place for fishermen to dry their nets."—*Vide Northern Press passim.*

City Items.

City Criminal Court.—The following business occupied the court to-day:

The Petit Jury panel was called and the following gentlemen excused from serving: John Cathers, John R. Magruder, Hicks Harris and James Wilson. The case of Philip Coakley, indicted for committing an assault with intent to kill upon James D. Lingenfelter, a police officer under the old force, by shooting him with a pistol, on the corner of Calvert and Baltimore streets, on the 11th of March last, was called, for trial, but in consequence of the absence of several witnesses for the defence, who were returned on the subpœnas as being in the Confederate Army, the case was continued till the next term of the court.

The following report was submitted to the Court by the Grand Jury:

MAY TERM, 1861.

Hon. Hugh L. Bond, Judge of Criminal Court:

Sir—We have the honor to report that affidavits have been filed with us by judges in all of the precincts of the several wards of the city, wherein they make oath "that at the special Congressional election held on the 13th day of June, they do not know, and have no reason to believe, that any violation of the provisions of the Constitution or of the laws of the State relative to elections (except such cases as have been verbally presented to the Grand Jury) have been committed.

GEO. R. DORSEY, Foreman.

The Maryland Regiment gone.—Much to the satisfaction of the lovers of order and quietness in our city, the Maryland Regiment has taken its departure. In pursuance of an order from Gen. Scott, the regiment broke camp yesterday afternoon and took a train at Mount Clare for the Frederick junction. They are ordered to proceed without delay to Williamsport to form part of a reserve body for the division of the army under Gen. Patterson.—There was quite a number of the volunteers who were not in camp when the body moved, and as they could not be found, they were of course left behind. The regiment was under command of Lieut. Col. Nathan T. Dushane, who was a captain of one of the city volunteer companies on the 21st of April last. Major Kenly will follow his command, it is said, as soon as relieved of his position as Provost Marshal.

Horses for the Federal Army.—The present war has caused considerable demand for horses, and almost daily large numbers are taken through this city towards the seat of war. On Saturday morning, a large train of cars, containing about one hundred horses, came over the Philadelphia and Baltimore road, and passed directly through to the Camden station, and thence to Washington. Late in the afternoon a train of ten cars came down the Northern Central railroad and passed through Howard street to the Camden station, and were forwarded to the same destination. The last train contained upwards of one hundred horses, and was under a military guard.

Baltimore Ship Building.—On Saturday Messrs. Abrahams & Son launched from their yard on Philpot street, a beautiful schooner of 420 tons, on account, designed for the South American trade.—Her dimensions are: length 128 feet, breadth of beam 30 feet, and depth of hold 12 feet. Messrs. Abrahams & Ashcroft are about laying the keel of a gun boat for which a contract was awarded to them by the Federal Government. The dimensions of this boat will be 158 feet length of keel, 28 feet breadth of beam, and 12 feet depth of hold. She will be pierced for six guns, and in addition will have two pivot guns on her deck.

A Lady Shot.—Mrs. Thomas E. Hambleton, residing at Franklin Square, was shot about 9 o'clock on Sunday night by some unknown person, at or near Camp Carroll. It appears that she was walking with Mr. Hambleton, and whilst passing near the corner of Gilmour and Fayette streets, was struck in the right side by a musket ball, which, however, as its force had been pretty well spent, caused but a severe bruise. But for the fact of its first striking a small steel bracelet upon her person, she would have sustained a dangerous wound. It seems that a party of soldiers commenced discharging their pieces, utterly regardless of the consequences.

Movement of Troops.—Since Saturday afternoon there has been considerable of a move of troops from Washington towards the upper Potomac. The Twelfth, Twenty-Eighth and Twenty-Ninth New York Regiments have come through from Washington, and taking the Northern Central Railway, have proceeded to reinforce Gen. Patterson. There have also been several other regiments sent up to Harper's Ferry by way of the Baltimore and Ohio Railroad.

Farewell to a Missionary.—An interesting farewell meeting was held last evening in the Presbyterian church, corner of Green and German streets, the occasion being the departure of the Rev. A. J. Cumpton and lady for the missionary field in Rio de Janeiro, in the service of the American and Foreign Christian Union. Addresses were made by Rev. Dr. Baird, Rev. Dr. Cumpton and others.

Health of the City.—The Commissioner of Health submits his report of the number of interments during the week ending on Sunday evening last, showing the number of deaths to have been 113—a decrease of 15 persons, as compared with the corresponding week of last year. There were 63 deaths under 20 years of age—51 of whom had not reached the age of 1 year.

Vessel Sold.—The brig *John R. Rhoades*, built in the State of Maine in 1851, was sold by public auction in New York on the 2d inst., to a party from Baltimore, for $900, subject to liens for sailors' wages, and was re-sold same day to Capt. C. J. Bunker, of New York, for $1,700.

Returned to Camp.—The Boston Light Artillery, which has been station in Monument Square during the past week, this morning returned to their old camp, at Kullman's Garden. The affluvia arrising from their horses still remains.

Admitted to Bail.—Lewis Bitter, tavern keeper, Pratt street, who has been presented by the grand jury of the United States District Court for treason, for acts committed on Pratt street on the 19th of April, gave bail on Saturday last, in $10,000.

Custom House Appointment.—Henry McElderry, Esq., has been appointed Weigher in the Custom House, vice Henry Klinefelter, removed. Mr. McElderry entered upon the duties of the office this morning.

Consul Recognized.—President Lincoln has recognized F. B. Graf, of Baltimore, as Vice-Consul of Denmark, for the State of Maryland.

OLD DOMINION STEAMBOAT COMPANY.

FOR FREDERICKSBURG, VIRGINIA, AND LANDINGS ON THE RAPPAHANNOCK RIVER

The Steamer VIRGINIA, Captain N. Fairbank, leaves Baltimore, from her berth, at Needham's pier, Light street wharf, EVERY FRIDAY AFTERNOON, at 4 o'clock, and returning leaves Fredericksburg EVERY TUESDAY MORNING, at 3 o'clock, or immediately after the arrival of the train of cars from Richmond and Washington. Stopping at all the regular Landings on the Rappahannock river going and returning, to land and receive freight and passengers.

THE VIRGINIA

Is comparatively new, and was built by merchants of Fredericksburg and Baltimore, interested in the trade, and by merchants and farmers residing 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 stateroom 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. 97 Bowly's wharf, Baltimore.

F. SLAUGHTER, President, Fredericksburg, Va.
ap 22

NORTHERN CENTRAL RAILWAY.

SUPERINTENDENT'S OFFICE,
CALVERT STATION, BALTIMORE, May 19, 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-tf JAS. C. CLARKE, Superintendent.

F. W. BENNETT & CO.,

AUCTIONEERS & COMMISSION MERCHANTS,

28 AND 30 SOUTH CHARLES STREET,

MARRIED.

On the 2d inst., by Rev. Mr. McCarthy, THOMAS H. SMITH to Miss LIZZIE J. BARTON, all of this city.

On the 27th ultimo, by Rev. Dr. Fuller, A. SMITH IRVINE to DONNA A. B. WHITTIMORE, all of this city.

DIED.

On the 6th instant, WILLIAM LONGNOPE, aged 61 years.

On the 6th instant, JOHN D. LONG, aged 62 years.

On the 6th instant, ELLENOR BOSLEY, in the 83d year of her age.

On the 6th instant, JOHN DUSHANE, in the 51st year of his age.

On the 7th instant, Mrs. ELIZABETH BOWERS, in the 66th year of her age.

COMMERCIAL RECORD.

BALTIMORE MARKETS.

BALTIMORE, July 8.

The extreme heat and the general dullness of trade have prevented transactions in leading articles. The only sale of moment we hear of is 320 hhds. Sugar at 5¼ cents.

BALTIMORE STOCK BOARD.

MONDAY, July 8, 1861.

There were no sales at the Stock Board to-day.

Prices and Sales of Stocks in New York.

First Board, July 8.

Virginia 6's	46½ sales	N. Carolina 6's	51½ sales
Missouri 6's	38¾ do	Cleveland & Tol. —	do
Canton Co.	8½ do	Mich. South. RR. —	do
Erie Railroad	22¼ do	Mich. So. Guar. —	do
N. Y. Central	74¼ do	Rock Island RR —	do
Reading	34 do	Tennessee bonds	38½ do

Market firm.

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK.

The following is a comparative statement of the imports of dry goods entered at the port of New York for the week, and since Jan. 1:

For the week.	1860.	1861.
Entered at the port	$2,134,237	$223,764
Thrown on market	1,948,257	99,879
Since Jan. 1.		
Entered at the Port	$50,655,474	$30,028,216
Thrown on the market	50,488,134	28,352,879

PORT OF BALTIMORE, July 8, 1861.

ARRIVED TODAY

Steamer Louisiana, Porter, from Old Point—to M. N. Falls.

ARRIVED ON SATURDAY.

Steamer Adelaide, Cannon, from Old Point Comfort, Va.—to M. N. Falls.

Steamer Henry L. Gaw, Her, from Philadelphia, to J. A. Shriver.

Schr. R. C. A. Ward, Edwards, from New York—mdse., to master.

BELOW.

Ship Sebastian Cabot, 98 days from Callao—guano, to Barril Bros.—Off Swan Point.

CLEARED TODAY.

Steamer Louisiana, Porter, Old Point, M. N. Falls.

Steamer Henry L. Gaw, Her, Philadelphia, J. A. Shriver.

CLEARED ON SATURDAY.

Ship Rancheo, Wingate, Rio de Janeiro, Hugh Jenkins & Co.

Bark Elwine Fredericke (Prus.) Zebel, London, T. J. Hand & Co.

Bark Therese, (Brem.) Hoborst, Bremen, F. L. Brauns & Co.

Schr. Geo. W. Grice, Palmer, New York, Chas. Pendergast.

MEMORANDA.

Ship Sir John Franklin, Despeaux, for Baltimore, sailed from Liverpool, 17th ult.

Bark Empress Theresa, Walter, of Baltimore, for the Black Sea, was taking in ballast at Marseilles, 19th ult.

Brig A. B. Patterson, Knight, from Baltimore for Demarara, was spoken, no date, lat. 38, lon. 73.

Schr. John Griffith, Conklin, from St. Jago de Cuba, arrived at New York, 6th inst.

ARRIVED FROM BALTIMORE.

Bark Mathilde, (Prus.) Summer, at Falmouth, Eng. 25th ult.

Schr. O. H. Lee, Soper, at New York, 5th inst.

DYE WOOD, CHEMICALS, &c.

R. J. BAKER,

Importer and Manufacturer of

DYE WOODS,

DYEING DRUGS,

CHEMICALS, &c.

Used by Woolen, Cotton, Soap and Paper Manufacturers, Tanners, Leather and Morocco Dressers, Machinists and Dyers.

36 *S. Charles Street.*

ap 22-d3m

FANCY GOODS.

LEONARD PASSANO,

No. 52 Centre Market Space,

BALTIMORE

offers to cash buyers a stock of

FANCY GOODS,

Consisting of as great variety as can be found in any other house in the city, at prices to suit the times.

TABLE AND POCKET CUTLERY,

PERFUMERY, HOSIERY,

STATIONERY, COMBS, BRUSHES,

MUSICAL INSTRUMENTS,

PISTOLS,

GENTS FURNISHING GOODS,

UMBRELLAS AND PARASOLS,

PORTE MONAIES AND PURSES,

SKELETON SKIRTS,

TRIMMINGS, &c. &c.

ap 22-d1m

CHAS. SPILKER. COR. ROGGE.

CHARLES SPILKER & CO.

IMPORTERS OF

FANCY GOODS,

No. 10 Hanover Street,

BALTIMORE.

ap22

CORTLAN & Co.

IMPORTERS OF

CUTLERY, PLATED GOODS,

BRONZES, ALBATA WARES,

DINNER, TEA AND DESSERT SERVICES,

Family and Fancy Hardware,

AND

HOUSE FURNISHING ARTICLES

OF EVERY DESCRIPTION.

216 & 218 BALTIMORE STREET,

MARBLE BUILDING.

je 25-1m

FLAGS.

FOR SALE BY

SISCO BROTHERS,

95 BALTIMORE STREET,

je 7-1y OPPOSITE HOLLIDAY STREET.

JOHN S. WILLIAMS & BRO.,

COMMISSION MERCHANTS,

ap 22-d3m 52 COMMERCE ST., BALTIMORE.

SECOND EDITION.

BY THE PHILADELPHIA TRAIN.

From Washington.

The Washington correspondent of the Philadelphia *Inquirer* says:

Last night and this morning ten thousand troops crossed the Potomac, part at the Arsenal in boats to Alexandria, and part at the Long Bridge to Falls Church. Ten thousand more are ordered over to-night, and ten more on Monday night. It will take two or three days yet, however, before they can arrange all so as to sweep everything before them, when the three columns move from Alexandria, Falls Church and Arlington Heights.

From the same correspondent we learn that the brigade sent to reinforce Gen. Patterson consists of the New York Fifth, Twelfth, Seventeenth, Twenty-second and Thirty-second Regiments, together with a battery of the Twelfth Regiment, under Gen. Sandford, who left yesterday afternoon for Hagerstown.

Rumor from a reliable source gives the post of Assistant Secretary of War to Col. Herman Haupt. He is a protege of Gen. Jackson, by whom he was placed at West Point at the early age of 14 (in 1835). He graduated with all the honors of his class in 1839, a soldier and an engineer. He has since distinguished himself as engineer of the Hoosac Tunnel, which is 4¾ miles long, through solid rock; prior to accepting which position, he was Chief Engineer and General Superintendent of the Pennsylvania Central Railroad.

It is reported that Mr. Blair has been appointed a Brigadier General, and General Lyon a Major General. The one is a *soldier*—the other a politician. In the opening of his speech, the other evening, on the occasion of his serenade, Mr. Blair said—"*I am no military man.*" Have we a Senate who will save our troops from being led up to butchery by such *Generals*?

A "contraband" came into Tyler's camp and gave such information as led them to send out the Waterford and Bridgeport companies, under the Lieutenant-Colonel of the First Connecticut Regiment, who captured six horses, three baggage wagons, three mules and eight slaves, that were on their way to Winchester. The slaves were the property of Capt. Mason, brother of Senator Mason. They had some furniture and provisions in the wagons, and were taken near Falls Church.

Intelligence has been received, to-day, that the Confederate forces under Jackson have joined the command of Johnston, and fallen back upon Winchester. On the road from the latter point to Alexandria they have located six heavy pieces of cannon, while six more are said to have been recently put in position on a farm near Vienna.—Those on the Winchester and Alexandria Road are said to be near Fairfax.

The bill of Senator Chandler, of Mich., confiscating the property of officials in the enemy's service, creates considerable comment, as it was a step not anticipated.

From Martinsburg.

The latest correspondence to be found in the Philadelphia papers from Martinsburg, Hagerstown and Williamsport, is dated on the 4th. The Martinsburg correspondent of the *Ledger* says:—

The bars have all been closed, and 500 barrels of whiskey left by the Confederates in a warehouse along the railroad were destroyed by McMullin's men, by order of Gen. Patterson.

Numerous complaints have come in against our men, along the road from Williamsport here, for sacking and pillaging private property, and the complaints were all verified by our own view of the premises yesterday. In consequence of this, Gen. Patterson has issued a peremptory order, that any soldier caught pillaging, or with any stolen property in his possession, shall be shot by drum-head court-martial at once; and any officer who shall speak to or insult a lady upon the street, shall be subject to arrest and confinement in the guard-house.

From New York.

The New York correspondent of Philadelphia *Ledger* says:

There is a great deal of gossip in certain circles here in regard to the burning of the steamer *Cataline*, on Thursday last, near Fortress Monroe, but it is of such a character that it will scarcely do to repeat. It will do no harm, however, to say the *Cataline*, like many other craft recently sold to the Government, was a very old concern, furbished up and chartered to the Government as a mere business speculation, by a clique of well-known politicians, one of whom is an ex-member of Congress, a resident of Utica, another the proprietor of a Broadway Hotel, and the third a well known lawyer. It is a fact that the steamer was chartered at the enormous sum of $10,000 a month, with the proviso that $50,000 should be paid the owners should the boat be destroyed while in Government service. It is also a fact that the steamer is insured in Wall street for $25,000. So that her destruction must yield a handsome return to the parties interested. The truth is, this affair will turn out, if investigated, a huge job, the particulars of which will "astonish the natives," even of New York, familiar as they are with transactions of the kind.

A solemn High Mass was celebrated at Dr. Cummings' Church, yesterday, for the repose of the soul of the late Signor Amodio, of whose death all doubt would now seem to be dissipated.

Steamships "*Kangaro*" for Liverpool, and "*Bremen*" for Bremen, sailed yesterday, with an aggregate of 300 passengers, among whom are Archbishop Purcell, of Cincinnati, Prince Kotstzakoff and Count Golobin, of Russia. The Bremen has $2,200 in specie.

Two of the city Theatres have still the courage to keep their doors open—Laura Keen's and the Winter Garden—but neither is more than barely paying expenses. Of music we have nothing at all, nor are we likely to have any till next fall.

The war is curtailing the dimensions of the hebdominal, as well as the daily press. The "*Dispatch*" to-day is out in a half sheet, and the "*Leader*" ditto. The same cause is operating disastrously upon one or two of the "sensation" weeklies, and their speedy suspension is by no means improbable.

The prospective tax upon tea, coffee, sugar and molasses for war purposes—as recommended by the Secretary of the Treasury—has had the effect to stiffen the prices of some of these articles, in this market. Most descriptions of sugars are from ¼ to ½ cent per pound dearer. The importers of teas, as a general thing, are withdrawing their stocks from the market. Coffee being in abundant supply, prices are unaffected, though the belief is that an advance is inevitable, if Congress seconds the Secretary's recommendations.

The week closed without any new feature in financial affairs. The Bank statement to-morrow will show another large addition to the specie reserves, which will be further augmented by the million on board the *Arago*, from Havre and Southampton, now about due. The loans and discounts will probably show a small diminution.

A Bill for the Collection of the Revenue, &c.

WASHINGTON, July 8.—One of the bills submitted by Secretary Chase, with his report on the finances, contains features similar to those in the bill reported during the second session of the late Congress by Mr. Bingham, of Ohio, and commonly known as the "Force Bill." It places in the hands of the President the military and naval power to collect revenues in cases where there are unlawful combinations against the laws of the United States, authorizes him to close disloyal ports by proclamation and provides for carrying on trade with any part of a State (as in the case of Western Virginia), in favor of which the Secretary of the Treasury, as well as the Postmaster General—with respect to commerce and postal accommodations—have already acted.

Capt. Van Vliet, it is said, has been removed as Quartermaster from Fort Leavenworth, and Capt. Easton appointed to the place.

A Skirmish—Army Movements, &c.

WASHINGTON, July 8.—There was a skirmish last night between the pickets of the Eighth Battalion of the District of Columbia Volunteers, under Major Gerhardt, and the pickets of the Confederate forces on the other side of the Great Falls. The former lost one man. The Confederates, concealed in the bushes, were fired at, but the effect is not ascertained. A detachment of 300 recruits for the Maine regiments, and 150 horses for baggage trains, reached Washington this morning.

It is the impression here that Representatives Carlile and Van Winkle, of Parkersburg, will be elected United States Senators by the Legislature in session at Wheeling.

A Battle Near at Hand.

BUCKHANNON, July 8.—A despatch received here says that General McClellan's column is within one mile of Laurel Hill, where the Confederates, under General Garland, are posted. A battle is probable within twenty-four hours.

FROM CALIFORNIA—By Pony Express.

FORT KEARNEY, July 6.—The Pony Express, with San Francisco dates to the 26th of June, passed here at seven o'clock last night.

The Supreme Court has rendered a decision in the Lime Paint case, establishing the right of the General Government to have the property condemned, as a site for a fortification, and purchased at the actual value, as determined by a jury. This is the Point of Rocks, near the entrance of San Francisco harbor, which certain speculators have been endeavoring to sell to the Government, at the extravagant price of $200,000.

Mr. Templeton, who is represented as an experienced Indian fighter, has been engaged in the interior counties organizing a regiment of riflemen, consisting of 1,000 men (of which 100 have already been enrolled,) which he proposes to offer to the Secretary of War, to guard the Overland Mail route and protect the emigrants, in consequence of the withdrawal of the Federal troops. Some of the leading military men of the State are engaged in the movement.

The market for imported merchandise remains quiet, with only a moderate jobbing trade, and the prices of such goods as are moved are little changed. Coal and candles are drooping. The latter are considered worth 20a21c. 22,000 sacks of wheat were sold on the 24th, for export, at $1.90 per sack.

Southern Items.

LOUISVILLE, July 8.—The Governor of Tennessee has been regularly notified that no more trains on the Nashville Road will be permitted to go into Tennessee until the stolen cars and locomotives have been restored.

The Courier of this morning has an advertisement notifying citizens of the opening of a recruiting office for the Southern Confederacy.

An Arkansas paper names Jeff. Davis and Albert Pike for President and Vice President of the Confederate States.

TOBACCO AND SEGARS.

ARMISTEAD, RIGGS & CO.

AGENTS FOR THE SALE OF

VIRGINIA MANUFACTURED

TOBACCO,

No. 57 EXCHANGE PLACE,

BALTIMORE.

ap 25-tf

CHARLES BAYNE & CO.

AGENTS FOR THE SALE OF

MANUFACTURED

TOBACCO,

Importers and Dealers in

HAVANA, GERMAN & DOMESTIC

SEGARS,

No. 70 EXCHANGE PLACE,

BALTIMORE

ap 22-3m

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

CLAIBORNE & FERGUSON,

AGENTS FOR THE SALE OF

VIRGINIA MANUFACTURED

TOBACCO,

NO. 20 SOUTH CALVERT STREET.

ap 24-3m BALTIMORE, MD

WARWICK, FRICK & BALL,

AGENTS FOR THE SALE OF

MANUFACTURED AND LEAF

TOBACCO,

No. 60 SOUTH STREET, BALTIMORE.

DAN'L J. WARWICK
FRANK FRICK.
PHILIP A. BALL. ap 22-d3m

WINES, LIQUORS, &c.

F. C. MARTIN. R. W. BELT.

MARTIN, BELT & CO.

DISTILLERS.

PURE RYE, MALT AND WHEAT

WHISKIES,

108 *North Howard Street,*

BALTIMORE.

Refer to Johnston Brothers & Co. ap 22-3m

JAMES HAZLITT. BOSTON HAZLITT.

JAMES HAZLITT & CO.

IMPORTERS OF

BRANDIES, GINS, WINES,

WHISKIES, &c.

Nos. 39 and 41 S. Gay Street,

BALTIMORE.

J. H. & Co. are the sole proprietors of various brands of choice Old Monongahela Rye Whiskies. ap 22-d3m

C. H. MYERS. A. J. MYERS.

CHARLES H. MYERS & BRO.

IMPORTERS OF

Brandies, Rum, Gin;

Port, Madeira, Sherry, Lisbon

Claret and White Wines,

Cordials, &c.

WITH EVERY DESCRIPTION OF

FOREIGN LIQUORS, SALAD OILS,

Scotch Ale, London Stout, Cigars,

&c. &c.

Corner South and Exchange Place,

ap 24-tf *BALTIMORE*

F. W. RODEWALD. S. W. SINDALL.

RODEWALD & SINDALL,

COMMISSION MERCHANTS

IMPORTERS AND DEALERS IN

INDIGO, SODA ASH, CAUSTIC SODA, SPICES, SOAP,

STARCH, SAL SODA, BICARB. SODA,

AND GROCERS' DRUGS GENERALLY.

ap 22-3m 66 EXCHANGE PLACE, BALTIMORE.

THIRD EDITION.

FIVE O'CLOCK, P. M.

The Latest News.

We are indebted to Mr. Henry Taylor, Sun Building, for New York papers of this morning. The *Tribune* says:

Forward to Richmond! To-morrow is the day agreed upon by the President and his advisers, including Gen. Scott, for a grand combined movement on Manassas Junction, by flank and center columns. We make no comments, but give this simple announcement, and wait patiently for results.

Various exciting rumors and extravagant reports concerning a battle of great magnitude between Gen. Patterson and Gen. Johnson, at Martinsburg, prevailed last evening at Washington, and reached this city by telegraph. The War Department, however, had no information which would authorize these stories, and they were considered improbable. It is known that Gen. Johnston has been reinforced, his army now consisting of 15,000 or 16,000 infantry, 600 cavalry, and about 20 pieces of artillery. Gen. Patterson has sent for reenforcements, and the New York 12th and 5th left Washington on Sunday afternoon to go to him. To-day, it is expected, that his force will be still further increased by Col. Stone's command. Patterson has now about 17,000 men and 20 pieces of artillery. *Some uneasiness was caused at Washington by the fact that his communication with the Department has been interrupted within the past three days.*

The *Tribune's* Washington correspondent has the following:

Col. Keys has taken command of Gen. Tyler's brigade, Gen. Tyler having been put at the head of one of the three divisions which are to move toward Fairfax. Each division will consist of three or four brigades, each brigade of three or four regiments, so that the whole corps of advance will be between 30,000 and 40,000 men.

There is talk of making Cols. Hunter, Heinzelman and Blenker Brigadier-Generals.

According to the latest information received at headquarters, Gen. Beauregard is in personal command at Fairfax Court House, within fortified lines. His precise force is not known, but it includes six or seven South Carolina regiments.

Senator Wilson and Mr. Russell (of the London *Times*) visited the encampments in Virginia today.

At a Democratic caucus, last night, where matters were informally canvassed, Mr. Vallandigham intimated that he preferred the preservation of the Union. He received very little sympathy. The New York and Rhode Island members were firm. The majority expressed themselves strongly in favor of giving thorough support to the Government, and making quick work, with no long speeches. Of this policy, Mr. Wright, of the Luzerne District of Pennsylvania, was one of the strongest supporters. Kentucky and Maryland did not attend the caucus.

A bill reconstructing the Supreme Court will be introduced into the House, and probably referred to a committee with orders to report at the next session.

Other important bills, upon subjects upon which it is not thought worth while to legislate this session, will probably be disposed of in a similar manner.

The Hon. Henry May, member of Congress from Baltimore, is said to be in Richmond. How he got there, and what is his business, we are unable to explain. "The man is yet to be seen in Washington" who knows anything about his journey, or its purposes. It is singular how he could get through our lines, and quite as singular that a passport should have been granted him, with his skin-deep Unionism, to visit the capital of secession.

The *Herald's* correspondent says:

The greatest activity has prevailed among our forces in General Mansfield's department on this side of the Potomac, as well as in General McDowell's department on the Virginia side, from Alexandria to the Chain Bridge, and extending out as far as Falls Church.

The order issued by General Scott yesterday, immediately after he received a despatch from General Patterson of the strength of the rebels before Martinsburg, for ten regiments to prepare for immediate marching orders, was interpreted by army officers, high in rank, as an intention on the part of General Scott to reinforce General Patterson to that extent; but subsequent events show that only five of the regiments thus ordered to be ready to march have gone to Hagerstown to reinforce General Patterson, while the other five have crossed the Potomac at this point to strengthen Gen. McDowell's column and complete his quota.

FOR THE WEST AND SOUTH.

THE BALTIMORE AND OHIO RAILROAD.

On and after April 14th, 1861, the trains will run as follows:

Leave CAMDEN STATION, Baltimore—Mail (except Sunday) at 5.30 A. M.; Express daily at 2.45 P. M.

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

FOR WAY PASSENGERS.

Between Baltimore and Piedmont take the 5.30 A. M. train; between Piedmont and Wheeling take Accommodation train leaving Piedmont at 6.40 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 5.30 P. M. train from Baltimore.

THE FREDERICK TRAIN leaves Baltimore at 4.30 P. M. and Frederick at 4.00 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 7.40 A. M., and 4.00 and 7.00 P. M.

FOR WASHINGTON AND THE SOUTH.

Leaves Baltimore at 4.00 and 8.10 A. M., and 3.40 and 5.00 P. M. On Sundays at 4.10 A. M. only. Leave Washington at 6.25 and 7.10 A. M., and 2.45 and 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 9.46 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 3.10 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 9.46 A. M. train, daily (except Sunday) for Milford, Salisbury and intermediate stations.

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

ap-22 WM. CRAWFORD, Agent.

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 Benedict, 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.

je4-tf

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS ON THE SOUTH-WESTERN RAILROAD.

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For rates and other information apply to

CHARLES WORTHINGTON,
ap22 Commerce street Wharf.

NOTICE. OFFICE ADAMS EXPRESS COMPANY.

164 BALTIMORE STREET, BALTIMORE, MD.

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Invoices, sworn to by consignors, must accompany all Goods and Packages. THE ADAMS EXPRESS CO.

Baltimore, March 20, 1861.

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. ap22 CHAS. WORTHINGTON, Agent.

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

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3-4 and 6-4 BLACK MOUFILINES,

At much less than usual prices. Many at half cost of importation.

DRESS SILKS, all boiled BLACK SILKS, LAWNS and ORGANDIES, SHAWLS, Hemstitched and Embroidered Lawn HANDKERCHIEFS, French CHINTZES. All these lots were bought last week at auction in New York at large sacrifices to the importers, all are new and desirable styles, and will be opened on our retail floors MONDAY MORNING.

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