The South.

THURSDAY AFTERNOON, JULY 11, 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.*

LATER FROM EUROPE.

Arrival of the Canada.

HALIFAX, July 10th.—The steamer *Canada* has arrived with Liverpool advices, *via* Queenstown, to the 30th ult.

Italy.

Baron Ricasoli presented to the Chamber of Deputies the diplomatic correspondence between France and Italy relative to the recognition of the new Kingdom. The Emperor, in the demand of Victor Emanuel, recognizes him as King of Italy, but by that recognition he does not approve of the past policy of the Cabinet of Turin.

Ricasoli's reply to the Emperor Napoleon's note recognizing Italy, recalls the programme set forth in the recent notes of the French Chambers, and expresses the hope that the wished for solution of the Italian question may be brought about without interruption. He says the wish is to restore Rome to Italy without depriving the church of any of its grandeur, or the Pope of his independence. That after a time the Emperor will be able to withdraw the troops from Rome without exciting the apprehension of Catholics. He leaves to the high wisdom of the Emperor to determine the moment, and trusts that France will not refuse to bring Rome to accept an arrangement which will be fruitful in happy consequences.

The Count of Arez left Turin for France on a special mission.

The bill for a national loan had been further discussed, without coming to a decision. The King's Lieutenant at Naples has applied for sixty battalions of the line, in order to put down political brigands and other disturbers of the public tranquility.

Portugal recognizes the Kingdom of Italy. The Pope's health is alarming. He has an abscess in the right leg, which affects his whole body.

England.

The new British Chancellor took his seat under the title of Lord Westbury.

In the House of Commons, Mr. Berkley asked whether the government recognizes the right of New Granada to close or blockade certain ports? Lord John Russell replied that in case of rebellion a government had the right to close ports; but if, in case of civil war, ports were *de facto* occupied by insurgents, they could not take that step according to international law. The British naval commander, therefore, will not recognize the closing of such ports.

In the House of Lords, on the 28th, Lord Wodehouse, in reply to a question stated that the Turkish Ambassador had announced that the foreign policy of Turkey will be unchanged, and the new Sultan intends to carry out salutary internal reforms. The French occupation of Savoy, and the independence of Switzerland was debated, but the Government said that the proposition of England for a conference on the subject was rejected.

The funds at London were dull and gloomy; but the fluctuations were unimportant. The demand for money was extremely heavy, owing to the close of the half year, and 6 per cent. was liberally demanded.

France.

The case of Patter on *vs.* Bonaparte was continued on the 28th ult. The Procurator General concluded his speech in favor of a confirmation of the judgment pronounced by the first tribunal.

Legal proceedings have been taken against the Duke De Broglio for his work entitled Views in the Government of France, which had been stopped and the copies seized.

The Paris Bourse closed quiet at 67f. 55c.

Prussia.

Berlin papers published recently, sent by Baron Schleintz to the Prussian Minister at Washington, in which the warmest sympathy with the welfare of the Union, and the deepest regret for the unfortunate discord is expressed. Baron Gerolt is instructed to discuss the important question of the treatment of neutral ships with the American Government, in a friendly, open manner. The course which Prussia most desires to see adopted, is the declaration of adhesion to the Paris agreement of 1856. Should this be unobtainable Prussia would for the present, content herself with the binding declaration that America would, for the duration of the present civil war, with respect to neutral shipping, adopt the principles second and third of the Paris document, viz. That a neutral flag covers the enemies' property, with the exception of contraband of war, and that neutral property, under a hostile flag, is inviolate.

Commercial News.

Liverpool, June 29.—Breadstuffs—The weather has been favorable for the crops. Flour closed dull, and freely offered at 24s. 6d.a28s. Wheat closed steady at 10s. 6d.a12s.; white 12s.a14s. Corn is dull; mixed 28s.a28s. 6d.; yellow 28s. 6d. a29s. 9d.; white 29s. 6d.a31s. 6d.

Provisions—Beef is quiet. Pork is dull and difficult to sell. Bacon is heavy and slow of sale. Lard is dull at 50a51s. for choice. Tallow has slightly declined for all qualities—Butchers' 49s a 49s. 6d.

Produce—Ashes are dull at 33s. 6d.a34s. 3d. for pot; pearls 35. Rosin dull at 6s. 4d.a6s. 6d.—Spirits Turpentine dull at 43s. 6d.; sugar is steady; coffee is firm and partially advanced; rice is heavy.

THE THIRTY-SEVENTH CONGRESS.

Extra Session.

[TO-DAY'S PROCEEDINGS.]

SENATE.

WASHINGTON, July 11th.—Mr. Saulsbury gave notice that he should introduce a joint resolution making amendments to the Constitution for a peaceable adjustment of the present troubles.

Mr. Chandler, from the Committee on Commerce, reported back the House bill relative to the collection of duties and imposts, the *Force bill* so called, or blockade bill, with a recommendation that it pass. Laid over.

The loan bill was received from the House and referred to the Committee on Finance.

Mr. Hale introduced a bill regulating the employment of volunteers in the navy. Also a bill to regulate the marine force. Also a bill to regulate Navy rations. Also a bill to increase the navy in time of war. Also a bill to increase the number of Paymasters in the navy. Also a joint resolution relative to the Naval Academy—which were referred to the Committee on Naval Affairs.

Mr. Fessenden, from the Committee on Finance, reported the House bill for the payment of the militia and volunteers, with an amendment making the amount five and three quarter millions, instead of six millions dollars. The amendment was agreed to and the bill was passed.

HOUSE OF REPRESENTATIVES.

Mr. Stevens, from the Committee of Ways and Means, reported a bill making additional appropriations for the Legislative, Executive and Judicial expenses of the Government for the year ending with June, 1862, and arrearages for the year ending with June 1st. Also a bill making appropriations for the civil expenses of the Government for the same period.

Mr. Blair, from the Committee on Military Affairs, reported a bill to promote the efficiency of the army. Also a bill for the employment of volunteers to aid in supporting and defending the Government of the United States.

All were referred to the Committee of the Whole on the State of the Union, and ordered to be printed.

On motion of Mr. Stephens the House then went into Committee of the Whole on the Army bill—Mr. Washburne in the Chair.

PORT OF BALTIMORE, July 11, 1861.

ARRIVED TO-DAY.

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

Steamer John S. Shriver, Dennis, from Philadelphia, mdse to J. A. Shriver.

Steamer Fr[illegible], Dou[illegible], from New York, mdse to J. A. Shriver.

CLEARED TO-DAY.

Steamer Adelaide, Cannon, Old Point Comfort, M. N. Falls.
Steamer John S. Shriver, Dennis, Philadelphia, J. A. Shriver.
Steamer E. W. Reine, Foster, New York, J. A. Shriver.

CLEARED YESTERDAY.

Bark [illegible] (Oldenburg), Schmeisler, for Bremen, [illegible] & Arens.

MEMORANDA.

Ship Falmouth, Haines, from Liverpool for Baltimore, was spoken 10th ult. lat. 50 48, long. 15 33.

CLEARED FOR BALTIMORE.

Bark Industrie (Brem.) Hücken, at Belfast, Ire. 26th.
Brig Fairfax, Claypole, at New York, 10th inst.

FOR ROTTERDAM.—The fine fast sailing A 1 British bark CITY OF PETERSBOROUGH, Captain Jack, will have quick despatch for the above port. For freight or passage, having superior accommodations, apply to the Captain on board, at Corner's wharf, F. P., or to
BROTHERS BONINGER,
No. 29 South Charles st. up stairs
je 29

City Items.

Finances of the City.—Several important measures were introduced in the first branch of City Council last evening, looking to the relief of the financial condition of the city. One authorizes the Register to use the credit of the city by issuing its notes to the amount of the uncollected city taxes, not exceeding $500,000; another authorizes the water commissioners to issue additional water stock to the amount of $150,000; also a resolution authorizing the City Counsellor to take steps to recover from the Baltimore and Ohio Railroad Company the interest on the $1,500,000 of Northwestern Virginia Railroad bonds guarantied by the city, or to submit the matters in dispute to arbitration. They were all laid over for future action.

Deaths by Lightning.—During the thunder storm of Tuesday afternoon, a young man named Thomas Dix, residing near Cockeysville, Baltimore county, was instantly killed while picking cherries. The lightning struck the tree, shattering it into pieces, but whether his death was caused by the fluid or the fall, it is not known. The limb on which he was sitting was twisted completely off. Restoration was attempted without success. A man named Delaford, residing on the Belair road, a few miles from the city, was killed by lightning, whilst going to his stable. A number of dwellings in the county were struck, but without injuring their occupants.

Seizure of a Yacht.—About 4 o'clock this morning the yacht *James E. Ramsay*, belonging to Mr. Charles Tyte, of East Baltimore, now in the Southern States, was seized by a posse of the Eastern District police, under Lieut. Thos. B. Burch, in consequence of information received at the Marshal's office that during the past two weeks parties of armed men, including a company under Capt. Jas. Mullen, of O., had departed in vessels from the wharves of that section of the city, and the Drawbridge, for the shores of Virginia. Nothing was found upon the boat to excite suspicion, but she was nevertheless detained. The parties having her in charge were released.

Accidents.—Mr. William Duke, a conductor on the Northern Central Railroad, had his left foot badly crushed yesterday morning, in consequence of being caught between two cars of his train.—He was removed to the St. Lawrence Hotel, and Dr. Yeates called in.

Mrs. Charles Standt, sustained a fracture of her left arm on Tuesday evening, by falling from a chair while sitting in front of her dwelling, on Orleans street, near Eden.

Meeting of Unemployed Workingmen.—A meeting of unemployed workingmen was held at the building, corner of North and Fayette streets, at three o'clock this afternoon, for the purpose, as it was understood of memorializing the Councils for more employment. Mr. George J. Zimmerman addressed the meeting, and opposed any petition to the Councils, as the city was now doing all she could for the unemployed. The meeting finally adjourned without taking definite action.

Awaiting Orders.—The steamers *Mary Washington*, *George Weems*, and *Express*, were this morning prevented from leaving their wharves, by order of Gen. Banks, much to the disappointment of a large number of persons, anxious to secure passage to landings along the Patuxent river. The *Express* was boarded on Saturday, while coming out of the Patuxent river, by the gunboat *Dawn*, and, after a search, was permitted to proceed.

A Scene of Enjoyment.—Some twenty-five hundred children attached to the various Methodist Episcopal Sunday schools, spent yesterday at Druid Hill Park, and together with their teachers had a very pleasant time. A number of the schools took the City passenger Railway cars to the terminus of the routes on Madison and Pennsylvania avenues, and walked thence in procession to the Park.

Arrest.—William Downs, colored, was arraigned before United States Commissioner A. S. Ridgely, charged with having committed an assault with a dangerous weapon on Joseph Dixon, of the brig *Mascorado*, while on the voyage from Demerara to this port. The accused is the steward of the brig. He was released on $500 security for an examination this morning, when he was discharged.

Highway Robbery.—John Keelan and Thos. Nary were last night arrested by officers Davis, Ford and Deaver, charged with knocking down and robbing several persons on Pratt street, near the Long Dock. Keelan had an old musket, with which he stopped sundry negroes, and handed them over to Nary, who robbed them. Justice Hiss committed both to answer the charge at Court.

Glass Assault.—Officer Linenkemper last night arrested Frederick Kinsley, charged with assaulting with glasses and bottles John Antliz, in a public house on Frederick street, near Fayette. Justice Hiss released him on security to await a further hearing.

Fire.—Two two-story frame dwellings on Saratoga street, west of Republican, owned by Michael Toner and Mrs. Johnson, were discovered on fire about six o'clock this morning. The fire was extinguished before any material loss had been sustained.

Indictments Found.—The Republican Grand Jury of the U. S. District Court yesterday found bills of indictment for treason against John Merryman, Chas. Cockey, Lewis Ritter, Jas. Cartney, Philip Casmite, Michael Hooper and R'd H. Mitchell.

The Patuxent Blockaded.—The steamer *George Weems*, which came up last evening, from the Patuxent, reports the mouth of that river blockaded by two Federal gun boats, which were boarding and overhauling all steamers and vessels bound in and out.

Released on Bail.—James Connolly, charged with assaulting a man on board the steamer *Georgeana*, while in the bay, has been released on $1,000 security to appear before the United States District Court.

Explosion of a Fluid Lamp.—The alarm of fire at 8½ o'clock last night, was caused by the explosion of a fluid lamp in a dwelling on Poppleton street, near Lexington.

COMMERCIAL RECORD.

BALTIMORE MARKETS.

BALTIMORE, July 11.

CATTLE.—The offerings at the State Scales to-day were light, although heavier than last market day, and footed up only 375 head, being 125 head more than last week's receipts. Of the above offerings 50 head were sold to Washington, 80 were left over unsold, and the balance (245 head) were taken by Baltimore butchers at prices ranging from $3.25 to $5 ℔ 100 lbs., being a decline of 12½ cents ℔ 100 lbs. on the rates obtained last Wednesday.

HOGS.—The supply of Live Hogs in the pens today was quite large, and with a limited demand, prices ruled lower. Sales were made of good to prime lots at $5@5.50 ℔ 100 lbs., being a decline of 25 cents ℔ 100 lbs.

SHEEP.—The market for Sheep was steady to-day, and sales were made at from $2.50 to $3.50 ℔ head.

FLOUR.—Sales 100 bbls. Howard street Super at $5.50.

GRAIN.—The receipts of Grain at the Corn Exchange footed up about 10,000 bushels. Wheat continues dull, sales on 'Change were 3,000 bushels red at 115@120 cents for fair to good; 250 bushels prime new at 126 cents, and 350 bushels fair white at 130 cents. Corn is coming forward in such small quantities that there is not enough to supply the demand, which is limited—sales of 800 bushels prime yellow at 57@58 cents, an advance of 5 cents on previous sales, also 100 bushels prime white at 65 cents. Oats were in large supply this morning, but the demand was not very brisk. There were sales of some 1,500 to 2,000 bushels Maryland at 29@30 cents.

PROVISIONS dull at 5¼@5½ cents for Shoulders, and 7¼@7½ cents for Sides. Hams 9@11 cts.

WHISKEY held at 18 cents for Ohio.

SALES AT THE BALTIMORE STOCK BOARD.

THURSDAY, July 11, 1861.

$2,700	Baltimore 6's, '75	76¼
1,000	Northwestern Virginia bonds, 1st m.	60
1,000	Northern Central Railroad bond '85	41½
1,000	do do do '85	42
2 shares	Bank of Baltimore	80
25	do Baltimore & Ohio RR. Stock	40½
25	do do do do	40½
5	do do do do	40¾

Prices and Sales of Stocks in New York.

First Board, July 11.

Virginia 6's	47¼ sales	N. Carolina 6's	54 sales
Missouri 6's	41¾ do	Cleveland & Tol.	do
Canton Co.	9 do	Mich. South. RR.	do
Erie Railroad	23 do	Mich. So. Guar.	do
N. Y. Central	74⅝ do	Rock Island RR.	do
Reading	36¾ do	Tennessee bonds	42¼ do

Market firm.

NEW YORK CATTLE MARKET, July 10.

The total receipts of all stock, at all the yards for the week are—Beeves, 4,249; Cows, 111; Calves, 750; Lambs, 11,162; Swine, 4,268. The demand was light, and many of the best offerings sold at 8 cents, while only a few of the choicest brought 8½ cents. There was a decline of nearly half a cent ℔ lb. to day.

Beef Cattle—First quality, $7.75@8.25 ℔ cwt.; ordinary, $7.25@7.75; common, $6.75a7.25.

Cows and Calves—First quality, $50; ordinary, $40@50; common, $30@45. First quality Calves, 5@5½c. ℔ lb; ordinary, 4½@5.

FOR ROTTERDAM.—The fine A 1 Bremen ship JOHANN SCHMIDT, Captain Schmidt, will have prompt despatch for the above port. For freight or passage, having superior accommodations, please apply to the Captain on board, Corner's wharf, F. P., or to
BROTHERS BONINGER,
No. 29 South Charles st. up stairs
je 29

FARMERS AND PLANTERS' BANK, BALTIMORE, JUNE 27, 1861.—The President and Directors have declared a dividend of FOUR PER CENT. on the capital stock, for the last six months, payable on and after the 8th July. Transfer books closed until the 1st July.
je 27 eo6t T. R. RUTTER, Cashier

SECOND EDITION.

BY THE PHILADELPHIA TRAIN.

From New York.

A letter from New York, dated yesterday, says:

A company of pioneers recently attached to the Garibaldi Regiment, reached this city to-day. All of them represent the regiment to be thoroughly demoralized, and, in its present temper, utterly unfit for active service. The Colonel (D'Utazzi) is unpopular with the men; and the men, moreover complain that the promises made to them previous to enlisting, in regard to arms, clothing, etc., have not been kept. But there is another side to this story, doubtless, which will come out by-and-by.

A rumor is current this afternoon that the *Arago*, from Havre, yesterday, brought letters to several individuals in this city from the Commissioners of the C. S. A. at Paris, containing statements in regard to the British and French Governments, evidently written for the purpose of publication in the New York papers, but which, for "sundry weighty reasons," the New York papers, though never over-scrupulous in such matters, are not likely to publish. The origin of the rumor, I am inclined to believe, has a basis of truth, as will probably appear hereafter, when the contents of the letters in question appear in print, as they certainly will, in some of the Southern papers.

The poor families of the New York volunteers, whose sufferings have filled the public ear during the past fortnight, I am glad to say, are about to have a temporary relief. The Board of Supervisors held a special meeting on the subject this afternoon, and voted $163,000 to be disbursed by the Union Defence Committee at once, on their behalf. The Mayor and Controller will endorse the proceeding, and the money, it is expected, will be ready for disbursement to-morrow. The public meeting to be held to-morrow evening in the Fourth Avenue, will be productive of further relief, it is to be hoped.

From Washington.

The Washington correspondent of the Philadelphia *Inquirer* says:

A meeting of correspondents of the press was held in this city this morning, at the request of Gen. Scott, to make arrangements for a proper revision of telegraphic despatches relating to the movements of our troops, in accordance with the order issued from headquarters. An amicable understanding was established, Gen. Scott agreeing to appoint an agent for the revision of all telegrams.

The Navy Department is moving at last, in the matter of steel-plated vessels. I am informed that contracts have been entered into with responsible parties in New York for building two war steamers of large size, to be plated with steel of four inches in thickness. I have been unable, as yet, to get at the terms of the contract; but I understand that it has been drawn with unusual care, and in terms that will secure to the Government a fair equivalent for the money expended, and vessels fully equal to the English and French steel-plated steamers. They are to be completed at the earliest possible day.

I understand, also, that the Committee on Naval Affairs have their eye on two steamers now in the course of construction, which are also to be steel-plated vessels. They are nearly completed. If found to be suitable for the purpose, the Committee will probably report a bill providing for their purchase by the Government. The motion of Mr. Elliot, passed in the House on Monday, provides for such action. It is certain, that if the Navy Department delays its action in this matter till new vessels can be built, it will be too late to prevent the aggressions on our commerce with which we are threatened. Let the Naval Committee look around in the Northern seaports. They will find there plenty of steamers that can be purchased or hired on reasonable terms, and which, if put in the employment of the Government, would be of infinite service.

The depredations which are being made every day on commerce by the Southern privateers, make some such course absolutely necessary. The Atlantic coast, from Galveston to Norfolk, swarms with steamers of light draft, armed with swivels and howitzers, and manned by desperadoes from the Southern States. These privateers keep on the look out for richly freighted merchant vessels, and when they capture one they run it ashore and break it up, or else burn it at sea—in either case, of course, taking out the cargo first. Mr. Welles says nothing about this in his report, but the facts are as stated. Our Navy is powerless to prevent these depredations. They have got more than they can do to watch the blockade. Let the Government then employ enough steamers for the purpose, even if it requires a hundred or five hundred of them, and let these depredations on our commerce be stopped.

FROM CALIFORNIA—By Pony Express.

FORT KEARNEY, July 10.—The Pony Express passed on the 8th, at 11 o'clock, with San Francisco dates of June 29th.

The market remains as at last advised, extremely dull, and no prospects of a revival of trade until after the Fourth of July celebrations, for which unusual preparations are being made at San Francisco and in all parts of the State. There is a fair demand for money at easy rates.

The next eastern bound steamer will be the *St. Louis*, which goes armed with two fine brass pivot guns and a Dahlgreen gun, besides small arms, sabres and all the necessary articles for making a vigorous defence in case of a hostile attack. She will not stop at Acapulco or at any other port on her downward trip, but will take on board coal enough to last her through to Panama.

The news since the departure of the last express is unimportant. The first overland emigrants this season from the Western States arrived at Carson Valley on the 24th, bringing sixty horses. They met with no difficulty on the way.

The Humboldt *Times* of the 22d of June, contains an account of operations against the hostile Indians in the northern part of the State. Since Lieut. Collins took the field 117 Indians have been killed, without any loss on our side.

The Secessionists are enlisting men in the southern part of the State, and every one who can raise a horse is drumming up for recruits. Two hundred have left within the past few days. The first news we expect to hear is the capture of Fort Yuma, as it occupies an isolated position, and treachery may aid the Secessionists in their scheme.

Intelligence from McClellan's Column.

BUCKHANNON, July 10th.—A messenger has just come in from General McClellan, who reports that the enemy are very strongly entrenched less than two miles from his camp. Gen. McClellan directs that the forces within a radius of forty miles shall join his column at once. The Indiana Fifth will leave here early in the morning, and the Ohio Tenth will be recalled from Glenville and proceed to join the main column, which is now about 9,000 strong. After the messenger got under way he heard an exchange of shots. Despatches from Gen. McClellan intimate that he would attack the position of the enemy to-morrow. The forces are so near together that the confederate flag can be distinctly seen by our forces. Col. Tyler, with the 7th Ohio Regiment occupied Glenville. The Confederates had fallen back some twenty five miles, to Arnoldsburg.

Two Day's Fighting at Laurel Hill.

BUCKHANNON, July 11th.—A courier from Laurel Hill says that fighting has been going on there for the previous two days. The opposing forces were within a mile and a half of each other, and the conflict was with cannon. The enemy were strongly entrenched and supposed to be 8,000 strong. Their six pounders fell three hundred yards short of the Federal lines, whilst the Federal twelve pounders were doing great execution. The messenger saw some fifteen or twenty bodies of the confederates. Col Steadman yesterday afternoon advanced one hundred men to draw the confederates out of their entrenchments and succeeded, but a shell from the federal lines quickly scattered them in every direction. A cessation of hostilities took place last night in consequence of a severe rain storm, but the fight would be resumed this morning. General Morris is posted on a hill commanding the entrenchments and he hopes to dislodge the enemy to day.

The Bogus Virginia Legislature.

WHEELING, July 10.—A resolution passed the lower House to-day, instructing our Senators and requesting our Representatives in Congress to vote the necessary appropriations of men and money for a vigorous prosecution of the war, and to oppose all compromises until the rebellion shall be crushed out. The following resolution was offered by Mr. Vance of Harrison:

Whereas, One Owen Lovejoy, a member from Illinois, has offered a resolution in the House of Representatives, having for its object the repeal of the Fugitive Slave law. Therefore, be it

Resolved, That our Senators in Congress be instructed, and our Representatives requested to vote against said resolution or any other of a like object.

Accident to Prof. Longfellow's Wife.

BOSTON, July 10.—A sad accident occurred at the house of Professor Longfellow last night. Mrs. Longfellow was melting sealing wax on some envelopes, when a lighted match set fire to her clothing. She was burned so badly that there is hardly a hope of her recovery. In endeavoring to save his wife, Professor Longfellow was seriously but not fatally burned.

[SECOND DESPATCH.]

BOSTON, July 10.—The wife of Professor Longfellow, who was horribly burned last night, died at noon to-day.

Affairs in St. Louis.

ST. LOUIS, July 10.—Uriel Wright made application for a writ of Habeas Corpus in the cases of ex-Senator Green and John Howard, now held in the custody of the U. S. forces at Canton, Mo. Judge Shackland also applied for a similar writ in the case of Capt. Campbell, one of the prisoners taken at Camp Jackson, who gave up his parole and delivered himself to Adjutant General Harding, at the Arsenal, on Monday last. Quite a number of witnesses are here from the interior.

From the South Side of the Potomac.

WASHINGTON, July 11.—The condition of affairs in the camps on the Virginia side during Tuesday and last night is represented as more quiet than heretofore. The Confederates give the Federal pickets no cause for alarm. In fact it is not known that any of the former paid unwelcome visits near the United States lines.

New Senator from Kansas.

CINCINNATI, July 10.—F. P. Stanton, of Kansas, passed through here to-day en route for Washington. He has been appointed by the Governor of Kansas to fill the vacancy in the Senate caused by Lane's acceptance of the Brigadier Generalship in the Federal service.

Tornado in Canada East.

MONTREAL, July 10.—A violent gale and rain storm was experienced here yesterday, doing considerable damage. Trees were blown down, fences levelled, sheds unroofed, chimneys destroyed, and the contents of lumber yards were scattered about the street. Several persons were seriously injured.

Deaths at the Boston Navy Yard.

BOSTON, July 10.—Two deaths occurred at the Navy Yard, yesterday, from sun stroke, and one in the city.

MILITARY BOOKS.

FOR SALE BY

HENRY TAYLOR,

SUN IRON BUILDING.

SOLDIER'S GUIDE TO HEALTH .... $ .25
HARDEE'S RIFLE AND LIGHT INFANTRY TACTICS, 2 vols., illustrated 1.50
MILITARY TEXT BOOK, by I. D. Williams, illustrated 75
RIFLE AND LIGHT INFANTRY TACTICS, including the Articles of War and Dictionary of Military Terms 1.25
HANDY BOOK FOR THE UNITED STATES SOLDIER coming into service, illustrated 25
RIFLE AND LIGHT INFANTRY TACTICS, illustrated by Col. Hardee, an abstract for the Recruit 25
THE SOLDIER'S GUIDE, a Manual and Drill for the Volunteer 25
ELLSWORTH'S ZOUAVE DRILL 25
VOLUNTEER'S MANUAL, by Col. Baxter, illustrated containing instructions for the Recruit 25
GROSS' MILITARY SURGERY 50
APPLETON'S MAP OF THE SEAT OF WAR 25
HENRY TAYLOR,
Sun Iron Building,
Baltimore.
jy4

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STEAM MARBLE WORKS,

Cor. North and Monument Sts.,

BALTIMORE,

Monuments, Grave Stones, Mantles, Table Tops, Tiles for Floors, Garden Statuary, &c.

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FANCY GOODS,

Consisting of as great variety as can be found in any other store 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.
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AUCTIONEERS & COMMISSION MERCHANTS
29 AND 30 SOUTH CHARLES STREET,
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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 Flag of Truce.

The special of the many special Washington correspondents of the New York *Tribune*, says of the late flag of truce. He speaks as though "by authority:"

Whether the precise purport of the letter brought by Taylor will be publicly divulged before this reaches you I cannot of course forsee, but, lest it should not, I hasten to assure you that it bore no relation whatever to the military state of affairs in this vicinity, and that it touched upon no subject legitimately to be dealt with under a flag of truce. It had not even reference, as many supposed it had, to the treatment of prisoners, or future exchanges. It was simply a matter of general consideration, as regarded the intentions of the Rebels towards us, under certain contingencies; an insolent threat of violent retaliation, in case the action of this Government upon a particular point should not meet the approval of their leaders. In no respect did the letter fall within the proper conditions of a visit under truce, and yet the Rebel officer was escorted within our lines, taken to the central spot of our present operations—the headquarters of the army which is presently to march into Virginia—held there a while, and then brought into Washington, returned under escort to Arlington, detained over night, and this morning sent back to his masters, burdened only with the advantageous results of his observations.

Of the intended operations of Gen. Scott he says:—There is very little to say to-day in reference to the advance. It was fixed for to-morrow, Wednesday, and every detail was laid out to be carried into effect as early as possible. Now a brief delay is ordered, but the intention remains the same, and its fulfilment will not be too long deferred. The plan is bold, vigorous, and comprehensive, and if promptly directed, cannot fail, in its noble results, to give great joy to the hearts of patriots, and spread consternation among the rebel host. And there is now every reason to hope for its speedy consummation.

OLD DOMINION STEAMBOAT COMPANY.

FOR FREDERICKSBURG, VIRGINIA, AND LANDINGS ON THE RAPPAHANNOCK RIVER.

The Steamer VIRGINIA, Captain N. Fairbank, leaves Baltimore from her berth, at Needham's pier, Light street wharf, EVERY FRIDAY AFTERNOON at 4 o'clock, and returning leaves Fredericksburg EVERY TUESDAY MORNING, at 5 o'clock or immediately after the arrival of the train of cars from Richmond and Washington. Stopping at all the regular Landings on the Rappahannock river, going and returning, to land and receive freight and passengers.

THE VIRGINIA

Is comparatively new, and was built by merchants of Fredericksburg and Baltimore, interested in the trade, and by merchants and farmers residing in the counties bordering on the Rappahannock, for the express purpose of keeping a first class steamer on the route. During the winter the forward deck has been enclosed, thus affording complete protection for horses and other live stock. Carriages of all sizes can be taken on board and carried under deck without taking off the wheels. Her staterooms and berth accommodations are large and commodious, and her capacity for freight extensive. As a passenger and freight boat she has no superior on the waters of the Chesapeake.

Through freight received in Baltimore, and charges paid by R. J. CAPRON & CO., Bowly's wharf.

☞ Freight received on board of the Steamer Wednesdays and Thursdays, and on Fridays up to 3 o'clock, P. M.

For further information and Blank Receipt of forms 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

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 6.00 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, to all parts of the West, also with Lebanon Valley Railroad to New York direct, at Northumberland with L. & B. Railroad for Kingston and 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 6 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.

THE BALTIMORE AND OHIO RAIL ROAD.

On and after April 19th, 1861, the trains will run as follows: Leave CAMDEN STATION, Baltimore—Mail (except Sunday) at 5.30 A. M.; Express daily at 4.15 P. M.

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

FOR WAY PASSENGERS.

[illegible]

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 [illegible] P. M., and Ellicott's Mills at 7.40 A. M. and 4.00 [illegible] P. M.

FOR WASHINGTON AND THE SOUTH.

Leaves Baltimore at 4.00 and 8.10 A. M., and 3.10 and 5.00 P. M. [illegible]

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 6.15 A. M. WAY MAIL at 9.45 A. M. EVENING MAIL at 5 P. M.

ON SUNDAYS at 5 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 [illegible] P. M., stopping at all Stations between Baltimore and Havre de Grace.

From PHILADELPHIA to BALTIMORE at 8.15 A. M., 11.15 A. M., and 10.50 P. M.

DELAWARE RAILROAD FOR SALISBURY AND INTERMEDIATE POINTS.

By leaving in 6.15 A. M. train, will connect at Wilmington with 9.40 A. M. train, daily (except Sunday) for [illegible] and intermediate stations.

NOTICE.—All colored persons, to be taken as free, will be required to bring some responsible white person, personally known to the undersigned, who will be obliged to sign a bond to the Company, before they will be carried. [illegible]
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:

[illegible]

Passage to Patuxent River $1.00 Meals extra
Do. From Point 1.00 Do.
Do. Fair Haven 50 Do.
jy 4 d

NEW FREIGHT ROUTE TO LYNCHBURG, KNOXVILLE, MEMPHIS AND OTHER POINTS ON THE SOUTHWESTERN RAILROAD.

The STEAM PACKET LINE to ALEXANDRIA have made arrangements with the ALEXANDRIA AND LYNCHBURG RAILROAD by which Goods will be forwarded to all points on the Southwestern Railroads with great expedition at rates as low as any other route.

For rates and other information apply to
CHARLES WORTHINGTON,
[illegible]
ap 22

NOTICE.

OFFICE ADAMS EXPRESS COMPANY,
[illegible] BALTIMORE STREET, Baltimore, Md.

GOODS FOR THE CONFEDERATE STATES [illegible]
THE ADAMS EXPRESS CO.
Baltimore, March 29, 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 on Friday morning, until three o'clock on Saturday. ap 22 CHAS. WORTHINGTON, Agent.

FOR ANNAPOLIS, WEST AND SOUTH RIVERS.—Steamer CECIL leaves Light street wharf every WEDNESDAY and SATURDAY MORNING, at 9 o'clock, returning Thursday and Monday—leaving South River at 7 o'clock and West River at 8 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

IRVING COLLEGE, MANCHESTER, CARROLL COUNTY, MD.—The Summer Session of this Institution will commence on THURSDAY, May 2d, instead of May 1st, as heretofore announced, for which a proportionable reduction will be made. Patrons are earnestly requested to have the children presented promptly at that time.
m 13 d3 WM. T. MARKLAND, President.

TOBACCO AND SEGARS.

ARMISTEAD, RIGGS & CO.

AGENTS FOR THE SALE OF

VIRGINIA MANUFACTURED

TOBACCO,

No. 57 EXCHANGE PLACE,

BALTIMORE.

ap 23 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. 30 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

INSURANCE AGENCIES.

COLUMBIAN (MARINE) INSURANCE COMPANY,

NEW YORK.

CASH CAPITAL PAID UP $500,000
ASSETS NOVEMBER 30th, 1860 .... $1,264,443 49
R. C. MORRIS, President.
THOS. LORD, Vice President.
SAMUEL H. MOORE, Secretary.

The undersigned respectfully solicits application for insurance to this desirable office.
HENRY M. WARFIELD, Agent.
H. M. WARFIELD & CO.,
ap 22 16 Spear's wharf

GILMOR MEREDITH,

FIRE AND MARINE

INSURANCE AGENCY,

No. 49 Exchange Place,

BALTIMORE.

MARINE—
The Neptune Insurance Company, New York.

FIRE—
The Gebhard Fire Insurance Company, New York.
The Enterprise Insurance Company, Philadelphia.
ap 22 d

LICENSED AGENCY.

SOLE AGENT OF THE

Insurance Company of the Valley of Virginia.

CAPITAL SURPLUS .... $85,000.

Virginia Life Insurance Company, Richmond, Va.

CASH CAPITAL $100,000

INSURES CHEAPEST and pays the promptest of any Life Company in the country.

Takes Risks upon a man's Life for the benefit of his wife and children, exempt from the claims of his creditors. Also, grants Risks upon lives of SLAVES.
SAMUEL J. HARRISON, President.
Wm. HENRY HAXALL, Vice Prest.
Medical Examiner, Dr. Jno. C. Mackenzie.
J. LYLE CLARKE, Agent,
2 Second street, Baltimore.

References.—J. Hanson Thomas, John S. Gittings, Samuel G. Wyman, John P. Paca & Son, Hopkins, Hull & Atkinson, and Ward Brothers. ap 25 3m

DYE WOOD, CHEMICALS, &c.

R. J. BAKER,

Importer and Manufacturer of

DYE WOODS, DYEING DRUGS, CHEMICALS, &c.

[illegible]

36 S. Charles Street.

ap 22 3m

FURNITURE, &c.

JOHN T. WATKINS,

MANUFACTURER AND DEALER IN

CABINET FURNITURE,

No. 47 SOUTH STREET,

BALTIMORE,

Has always on hand, Sofas, Chairs, Beds, Bedding, and in fact every article relating to house keeping, for sale low for cash.
ap 22 d3m

A CARD.

A. C. MATTHEWS,

GENERAL AUCTION COMMISSION MERCHANT,

No. 30 SOUTH CHARLES ST.,

Will give his personal attention as AUCTIONEER, to sales of every description, and respectfully solicits from his friends and the public generally, a share of their patronage. ap 22