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

The South.

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Advertisements should be sent in early.

Th. W. Hall, Jr, Editor.

Vol. 1. No. 98. Baltimore, Thursday Evening, August 15, 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."

The Government Loan.

We think the announcement that the Banks of Boston, New York and Philadelphia had agreed to take $50,000,000 of the Government loan was premature. The *Journal of Commerce* of last evening says:

A meeting of Bank officers was called to-day at twelve o'clock, to hear the report of the Committee of ten, appointed to prepare a plan for assisting the Government. They met accordingly at the hour appointed, but the Committee were not prepared to report, and the meeting was therefore adjourned until three o'clock this afternoon.

From this it is evident that no plan had been agreed upon in time to be telegraphed to the afternoon papers. It is, however, possible that some arrangement has been effected on terms unfavorable to the Government. The *Express* of last evening says:

A general meeting of the banks was called at noon to-day, to consider the financial plan for supplying the Federal Government with money. The plan as modified this morning contemplates the immediate advance of $50,000,000, and an agreement to supply $50,000,000 more on the 15th of October, $50,000,000 on the 15th of December, in all $150,000,000, a sum equal to the wants of the Government up to the meeting of Congress. This sum is to be divided among the banks of New York, Philadelphia and Boston, *per capita*. So far as the banks of New York city are concerned, it is understood that they are to act as a unit in the matter, as in the case of the currency movement in 1857, and more recently in regard to the coin of the city, that is the treasury notes bought of the Government are to be sealed up and used at the Clearing House as gold at 75 cents on the dollar if desired by any bank. It is understood, also, that the Secretary will not exercise his power of issuing demand treasury notes, and that he consents to the disbursements of the notes of all specie paying banks, thus giving the banks the profit of a large circulation.

From Washington.

The following items are telegraphed from Washington:

Much excitement was occasioned in the city yesterday afternoon, in consequence of the disaffection openly manifested in the New York 69th (Highland) regiment, and the sending to their camp of a military force to act as circumstances might require. The result was the arrest of forty or fifty who took a more active part in the insubordination. These were brought into the city about 8 o'clock and confined as prisoners, whilst the remainder of the regiment were marched to the Navy Yard under a strong guard of cavalry.

An investigation of the affair will take place to-morrow. Among the alleged causes of their grievances are, that they were promised a furlough in order to see to the comfort of their families, to reorganize, and to elect officers to fill existing vacancies.

Col. Farnham, of the Ellsworth Fire Zouaves, died this evening, at the Infirmary, of wounds received at the late battle, combined with an attack of typhoid fever.

The Commissioner of Indian Affairs, Mr. Dale, is on the eve of leaving for Kansas and Nebraska, on business connected with that Bureau. The Government has no official advices that other than half breeds from the Indian Territory west of the Mississippi have entered the Confederate military service.

The Secretary of State to-day, on the receipt of the intelligence that the privateer *Sumter* was permitted to enter the port of Curacoa, in the West Indies, ordered the immediate removal of the American Consul at that port and the appointment of Richard E. Morse, of Iowa, in his place.

Brigadier General Sumner, commanding the Military Division of the Pacific, has officially informed flag officer Montgomery, as well as the Government, of the existence of a report that Col. Van Dorn, of the Secession army, has been seen at the head of 1,300 men on the road between San Antonio and El Paso, from which it is feared an attempt to subjugate lower California may be contemplated by the Secessionists.

Captain Montgomery, in the instructions to his subordinate officers, says:—"This must not be allowed if in our power to prevent it. Therefore, should any exigency arise you will promptly cooperate with the troops of the United States, or otherwise do all in your power to counteract and prevent the execution of any such purpose by the troops in the service of the United States claiming to have seceded from our Federal Union.

From an Officer at Manassas to a Friend.

August 4th, 1861.

This is a dreadful state of affairs, and when it will cease, God alone knows. In my opinion, this war will continue during the present rule. The South will never be conquered so long as such people live as I am in the habit of mixing with daily and hourly. I speak now of men composing the army, and not of those in power and authority. I am not of opinion that our late successes will hasten anything in the shape of peace. On the contrary, I believe that all the power, energy, talent and wealth of the North will be brought out against us, and that another more horrid battle is not far distant. Let it come, for we will be better prepared to meet the contest, and will fight while there is a man left; because, all are impressed with the belief that Providence is with us, and because our cause is just.

I only wish you could read some of the letters captured and found with the dead, and then you could form some estimate of the morals of the North. Some of them were so obscene that I will not repeat their contents even to you. They are safe in our possession, and may be published some of these days. The women of Virginia have escaped a dreadful fate, if we can judge from the letters found. I am told, and believe it, that in General Schenck's baggage there were the likenesses of two black, fat, negro wenches.

I had a fair view of the battle, and next day visited the field, when I beheld most awful sights; such as I never again wish to behold. In this camp, on the evening of the fight, and for three days after the battle, it was shocking to behold the mutilated bodies brought in from the battlefield. Some with arms and legs apparently hanging by a thread, and others with half their faces shot away. Our wounded and dead were first brought in; afterwards those of the enemy, having been left by their friends to die on the field of battle, perhaps for the want of a little water or attention. The feeling of some of them towards the South was bitter, even in the agonies of death. One of them, mortally wounded, was approached by a preacher who was prepared with one canteen of whiskey and another of water. The man's eyes were closed, and the parson raised his head and wet his lips, when he recovered a little and thanked him, and then said it he had found him in the same state, in place of giving relief he would have bayonetted him.

From Western Virginia.

Grafton, Va., August 14.—A severe skirmish took place a few miles from here yesterday, on the Fairmont and Webster road. Information having been received that a secretly organized body of secession troops, living in the country, were lodged within a few miles of Webster, General Kelly despatched Captain Dayton, company A, 4th Virginia regiment, with fifty men from Webster, to disarm them.

After scouting nearly twenty-four hours, he came suddenly upon them at noon yesterday, and, after an hour's severe fighting succeeded in killing twenty-one and putting the balance to flight, without any loss to his command. The secession troops numbered two hundred.

The War in Missouri.

The Extent of the Federal Disaster Confessed.

The *Associated Press* despatches which we publish below confess that General Siegel lost most of his artillery, that he had to destroy his stores to prevent them from falling into the hands of the Confederates, and that the Federal troops were badly whipped. The Confederates occupied the field of battle after the encounter and positively denied the reported death of either General McCulloch or General Price. It is stated in Washington that the Federalists lost 9 guns, 40 wagons and a large amount of camp equipage.

Rolla, Mo., August 15th.—The following additional account of the battle at Springfield is furnished by an eye-witness, who left Springfield on Sunday morning, and came here on horseback:

Our army marched out of Springfield on Friday evening, only 5,500 strong, the Home Guard remaining at Springfield. The army slept on the prairie a portion of the night.

About sunrise on Saturday morning we drove in the outposts of the enemy, and soon after the attack became general. The attack was made in two columns by Generals Lyons and Sturges—General Siegel leading a flanking force of about one thousand men, with four guns on the north of the enemy's camp.

The battle raged from sunrise until one or two o'clock in the afternoon. The Confederates, in overwhelming force, charged Totten's battery three distinct times, but were each time repulsed with slaughter.

Gen. Lyon fell early in the day. He had been previously wounded in the leg, and his horse shot under him.

The Colonel of one of the Kansas regiments having become disabled, the boys cried out to Gen. Lyon, "General, you come and lead us on." He did so, and at once put himself in the front.—While thus cheering his men on to the charge he received a ball in his left breast, and fell from his horse. He was asked if he was hurt, and replied—"No, not much;" but in a few minutes expired without a struggle.

General Siegel had a very hard struggle *and finally lost three of his four guns.* His artillery horses were shot in the harness and the pieces disabled. He endeavored to haul them off with a number of prisoners he had taken, but was finally compelled to abandon them, first, however, spiking the guns and disabling the carriages.

The following is a *partial* list of the killed and wounded on our side:—Captain Gratz, 1st Missouri Regiment, killed; General Sweeney, wounded; Colonel Mitchell, of the Kansas volunteers, severely wounded; Captain Plummer, of the Regulars, wounded; Captain Miller, Missouri First Regiment, seriously wounded; Captain Cavender, wounded in the shoulder, but rode back on horseback from the battle-field to Springfield; Captain Rusk, slightly wounded; Colonel Ditzler, wounded in the left leg; Captain McFarlan, of Kansas 1st regiment, wounded, supposed mortally, having his skull fractured; Lieutenants A. P. Agnall, L. L. Joull, —— Duer and McGanigan, of the 1st Kansas reg't, were killed; Lieut, R. A. Barker, of the same regiment, was shot in the left hand; the Missouri 1st and Iowa 1st regiments suffered most severely in the fight. General Price was not killed, as first reported. There were rumors on the field that Ben McCulloch had been killed, but the Confederates denied it on Saturday night. Dr. Mencher and others of our army, *went back* with ambulances to the battle-field to see about the killed and wounded. They found *the enemy on the field*, and were considerately treated. Gen. Lyon's body had been treated with great respect, and was brought back with some of the wounded to Springfield.

Major Sturges took command on the battle-field after the death of Gen. Lyon. Gen. Siegel took command after the battle.

Our loss is variously estimated at from 150 to 300 killed, and several hundred wounded. We captured about 100 horses of the enemy.

General Siegel marched back to Springfield in good order, after perfecting his arrangements, gathering the baggage and *blowing up what powder he could not carry, and destroying other property* which he did not wish should fall into the hands of the enemy.

Our troops left Springfield on Sunday night, and encamped thirty miles this side of that place, the enemy not pursuing—the only hostile demonstration observed during the day, *being the firing of muskets at the rear guard.* Gen. Siegel is confident that he could have held Springfield against the force he had engaged, but was fearful of reinforcements to the enemy from the Southwest, and that his line of communication to Rolla would be cut off, unless he fell back.

Gen. Lyon began the attack upon the receipt of intelligence that the enemy was expecting reinforcements from Gen. Hardee's column, which was approaching from the southeast.

A portion of the artillery of the enemy was admirably served, and their infantry fire was also very severe.

Martial Law Proclaimed in St. Louis.

Headquarters Western Department,
St. Louis, August 14, 1861.

I hereby declare and establish martial law in the city and county of St. Louis. Major J. McKinstry, U. S. A., is appointed Provost Marshal. All orders and regulations issued by him will be respected and obeyed accordingly.

[Signed.] J. C. Fremont,
Major-General Commanding.

Arrest of Police Commissioners.

St. Louis, August 14.—Major McKinstry, the Provost Marshal, has arrested John A. Brownlee, the President of the Board of Police Commissioners, and has appointed Basil Duke in his stead.—The laws of the city and State will be executed without change.

Gen. Hardee marching on Pilot Knob.

St. Louis, August 14.—It is reported that Gen. Hardee, with 15,000 Confederates, is marching on Pilot Knob, the terminus of the St. Louis and Iron Mountain Railroad. The Union force there is about 5,000, with eight pieces of cannon.

Masked Batteries.

The surgeons who have returned from Richmond declare that there were *no* masked batteries at the battle of Manassas, and this is corroborated by the Richmond *Whig*, which says:—"*There was not a prepared or masked battery on the ground where the fight took place.* The battle-field was in advance of all the intrenched or fortified positions. Our men had left their intrenchments and went forward to meet the enemy on ground of his own choosing." As the smoke clears away, it seems evident that the Confederates were forced to fight the battle where they did to prevent Gen McDowell from intercepting the reinforcements under Colonel Smith, that were on their way from Winchester by railroad. If these had not been delayed by an accident, it is almost certain that the Confederates would have fallen back upon their intrenchments, when, our troops drawn in, the result might have been vastly worse for us.—*New York Day Book.*

Arrest of a Confederate Bearer of Despatches.

New York, August 14.—Robert Mure, of Charleston, brother of the British Consul at New Orleans, was arrested to-day on board the steamer *Africa*, just as she was leaving, on the charge of being a bearer of despatches from Jeff. Davis to the Southern Commissioners.

Boston, Aug. 13.—The heaviest rain storm of the season has prevailed for the past twenty-four hours.

The schooner *Odd Fellow* was wrecked this afternoon on Plum Island.

The bark *Goodspeed*, from Africa, is anchored off the cliff of Scituate, in a dangerous position.

——The New Orleans *Crescent* of a late date says that purchases of cotton for the Mexican market, are shipped by a sea route at least once a week, from that city.

LATEST FROM EUROPE.

Arrival of the Steamer Persia.

New York, August 14.—The steamer *Persia*, from Liverpool on the 3d instant, arrived here this afternoon. She brings £170,000 in specie.

The British Parliament was rapidly winding up the business of the session.

Lord Palmerston said that Government would not interfere in Neapolitan affairs. He hoped, on the contrary, that the Italian Generals would crush out the prevailing brigandage.

The London *Times*, in its city article, says, it is not to be supposed that any houses of influence will be willing to act as agents for the American loan in London, fraught as it would be with every element of danger to subscribers, as well as to the friendly relations with the Union, whenever it shall be re-established by a return, either compulsory or voluntarily, of the Southern States.

The London *Advertiser* professes to have information that the North is going to ignore all blockades and collect duties by vessels stationed off the blockaded ports.

Lord Herbert, late Secretary of War, died on the 2d inst. It is generally believed that his death was caused by overwork.

The Archduke and Archduchess Maximilian of of Austria are on a visit to Queen Victoria.

The Cunard steamship company have sold the steamer *Jura* to the Canadian line.

It is stated that after the visit of the King of Prussia to France, Napoleon will go to witness the Prussian military manœuvres.

It is reported that the French and English squadron will remain at Syria till winter.

The Paris Bourse remained firm at 68f. 20c.

It is asserted that the French Court is intriguing to displace Baron Ricasoli, he not being pliant enough for the Emperor Napoleon.

The Italian loan greatly exceeds the amount required.

A combined and simultaneous movement by the Reactionists was being rigorously suppressed Gen. Cialdini, at Naples. Fresh disturbances had occurred in the Jewish quarter of the city.

It is reported that the office of Governor General of Poland is to be suppressed.

Commercial Intelligence.

Liverpool, Aug. 3.—Breadstuffs—The weather has been unfavorable for the crops. Flour is quiet and prices steady. Wheat is firm at an advance of 2d. for lower qualities. Corn is firm and prices tending upward.

Provisions.—Beef closed firm. Pork easier.—Bacon active, but prices declining. Lard closed flat at 47s. 6d.a48s. 9d. Tallow closed quiet at 47s. 6d.

Produce.—Ashes closed firm. Pots 30s. Pearls 33s. Rosin quiet at 7s.a7s. 1d. for common.—Spirits Turpentine dull at 47s.a47s. 6d. Sugar steady. Coffee dull and prices unchanged. Rice steady. Linseed Oil quiet, and prices steady.

Cotton closed dull, and prices unchanged.

London Markets.—Coffee closed inactive. Sugar firm. Tea heavy and all kinds slightly lower—Common Congou 10s. 6d. to 10s. 11d. Rice is quiet. Spirits Turpentine heavy and slightly lower. Linseed Cakes advancing.

From California.

Outer Telegraph Station, August 13.—The pony express passed here at 9 P. M. yesterday, from San Francisco, with dates to the 3d instant for the Associated Press.

San Francisco, August 3d.—The pony express arrived at the outer telegraph station last evening with St. Louis dates to the 25th ult., bringing the first announcement of the disastrous defeat of the Federal forces near Manassas, the news occupying six columns of to-day's *Bulletin* and *Alta*. It has been published as fast as received, and is just completed. The effect casts a gloom over our loyal people, who realize more generally that we are engaged in a terrible war, which may last for years, but which must be prosecuted till every foot of the Union acknowledges our Government, no matter what the cost.

On the evening of the 31st, the Breckinridge Democrats attempted to hold a mass meeting in San Francisco to ratify the nominations of their conventions. Their candidates for Governor and Congress were to address the meeting. Some 3,600 men crowded Music Hall.

The speakers were present to address the audience, but were prevented by storms of groans, hisses, and never-ending cheers for the Stars and Stripes and the Union. The meeting was an evidence that there is no toleration for secession sympathizers in San Francisco.

Oregon news has been received overland.

In consequence of unfavorable weather, there will be a great deficiency of crops. There will not be more than one-half the amount of wheat of last year.

Colonel Wallace, the Republican candidate, is undoubtedly elected to Congress from Washington Territory. His majority over Garfield, at latest accounts, was 407.

The steamer *Golden Gate* sailed on the 1st inst. for Panama, with 225 passengers and $1,370,000 in treasure.

The heaviest shippers of the treasure were Wells, Fargo & Co., $402,000; Parrott, $157,000; Davidson, $128,000; Donohu, Rohlston & Co., $125,000; Salter & Church, $100,000; Coleman & Co., $81,000; Hentrick, $70,000; Peluyman, 66,000; Scholle, Wild, $39,000; Brumadge, $20,000.

The total amount in treasure shipped here during July is $41,270,000.

There is not much business doing, but the market by no means is quiet, and few changes in prices. Foreign Brandies are active. Domestic liquors are lower. Tea, Sugar and Coffee keep steady, and improving. Provisions slow. Butter 25 cts. Candles heavy and unchanged. Wheat—market glutted: sales of 80,000 sacks prime shipping quality at $1.45, and will go still lower.

From General Banks' Column.

Headquarters, Sandy Hook, August 14.

Yesterday evening, the freight train from Baltimore, arriving here about 4 o'clock, brought intelligence that a fight was progressing at Berlin. Other rumors were also circulated that several regiments of the Confederates were approaching the river opposite Berlin from Lovettsville, for the purpose of erecting a battery to stop the trains. This and other information received at Headquarters to the effect that Point of Rocks was threatened by a strong Confederate force, induced the General to despatch Colonel Geary's regiment and the Rhode Island battery to Point of Rocks.

About one o'clock last night a blue rocket was thrown up by the Confederates in the rear of Loudoun heights, about two miles from our camp, which was probably a signal that our reinforcements were moving down the river.

An officer from Berlin this morning states that the fight of last night consisted of about 25 Confederates approaching the river and firing a volley into our picket guard on the abutment of the burnt bridge, and also into the town of Berlin. Major Ledlie, of the 19th New York regiment, at once dispatched a battalion of his regiment to the aid of the pickets. The enemy, however, had disappeared. No one on our side was killed or seriously wounded, nor is it known that the enemy suffered any loss.

The same authority asserts that the picket guard at Berlin have for some days past heard a regimental band of the Confederates apparently between the shore and Lovettsville, and also that the force at Lovettsville consists of about 500 cavalry, supported probably by a considerable infantry force.

It is not improbable that a large Confederate force is distributed inland along the Potomac line from Edward's Ferry to the Shenandoah, for the purpose of preventing our scouts from protecting the Unionists.

General report concedes that two or more Confederate regiments are near the Potomac, opposite Point of Rocks.

Later.

Sandy Hook, Aug. 14, P. M.—The passengers by the up train report all quiet along the route, but an attack was expected at Point of Rocks.

——Gov. Sprague, of Rhode Island, will not return to the seat of war. The President offered him promotion, but he declined it.

WARWICK, FRICK & BALL,
AGENTS FOR THE SALE OF
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No. 60 SOUTH STREET, BALTIMORE.
Dan'l. J. Warwick.
Frank Frick.
Philip A. Ball. ap 22 d3m

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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.
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No. 204 Baltimore Street,
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ap 23 tf

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Importers and Dealers in
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SEGARS,
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AND GROCERS' DRUGS GENERALLY.
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A CARD.
A. C. MATTHEWS,
GENERAL AUCTION COMMISSION MERCHANT,
No. 20 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

NORTHERN CENTRAL RAILWAY.
Superintendent's Office,
Calvert Station, Baltimore, May 18, 1861.
The 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 4.30 P. M.
Harrisburg Accommodation at 8.15 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 4.30 P. M. train makes all the above connections except Hanover Railroad, Wrightsville Railroad, and the Lebanon Valley Railroad. The 12.15 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 6.00 P. M.
Express at 7.45 A. M.
Harrisburg Accommodation at 2.45 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.
au 6 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 4.15 A. M., WAY MAIL at 8.45 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 the 8.15 A. M. train will connect at Wilmington with 9 o'c A. M. train, daily (except Sundays) 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.
W. M. CRAWFORD, Agent.
ap 22

FOR THE WEST AND SOUTH.
VIA 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 3.45 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 6.00 A. M.; and between Grafton and Parkersburg, take the 9.15 A. M. and 5.30 P. M. trains 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 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 3.10 and 5.00 P. M. On Sundays at 4.00 A. M. only. Leave Washington at 6.25 and 7.00 A. M., and 2.45 and 4.45 P. M. On Sundays at 2.45 P. M. only. The second and fourth trains only from Baltimore and the second and third from Washington connect with trains on the Annapolis road.
For further information, tickets of every kind, &c., apply to J. T. KNIGHT, Agent, at Camden Station, or at the Ticket Office.
W. P. SMITH,
Master of Transportation.
L. M. COLE, General Ticket Agent. ap 22

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., Howly'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 Receipts of form used by the Company, apply on board, or to
R. J. CAPRON & CO., Agents,
No. 37 Howly's wharf, Baltimore.
F. Slaughter, President, Fredericksburg, Va.
ap 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 steamer 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
jy 6 tf

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, West.
ap 22

NOTICE.
OFFICE ADAMS EXPRESS COMPANY
184 BALTIMORE STREET, BALTIMORE, MD
GOODS FOR THE CONFEDERATE STATES must pay duties after this date.
Invoices, sworn to by consignors, must accompany all Goods and Packages.
THE ADAMS EXPRESS CO
Baltimore, March 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 from Friday morning until three o'clock on Saturday. ap 22 CHAS. WORTHINGTON, Agent.

FOR SASSAFRAS RIVER.
The steamer CECIL leaves Light street wharf every MONDAY, THURSDAY and SATURDAY MORNING, at 7 o'clock, returning same day. Excursion Tickets One Dollar.
FOR ANNAPOLIS—Every WEDNESDAY MORNING at 7 o'clock, returning leaves Annapolis at 12 o'clock.
WM. T. RICE, Captain.
ap 14 d

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Sun Iron Building, Baltimore.
ap 11

THIS IS TO GIVE NOTICE THAT THE SUBscriber has obtained from the Orphans Court of Baltimore city and State of Maryland letters testamentary upon the estate of JOSEPH MADERSBACHER, late of said city, deceased. All persons having claims against said Estate, are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, on or before the FIRST DAY OF FEBRUARY, 1862. They may otherwise by law be excluded from all benefit of said Estate. All persons indebted to said Estate are requested to make immediate payment.
Given under my hand this 11th day of July, 1861.
HIRAM GREENTREE, Adm'r.
E. R. SPRAGUE, Attorney.
je 11-1aw4w*

THIS IS TO GIVE NOTICE, That the subscriber has obtained from the Orphans Court of Baltimore city, letters testamentary on the estate of JOHN DUSHANE, 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, to the subscriber, on or before the 12th day of January, 1862, they may otherwise, by law, be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment.
Given under my hand this 12th day of July, 1861.
HARRIET ANN DUSHANE, Executrix.
jy 20 1aw4t

TO THE PUBLIC.
J. W. HARPER & CO.,
BILL POSTERS AND DISTRIBUTORS,
No. 13 North street, Baltimore.
je 13

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COLUMBIAN (MARINE) INSURANCE COMPANY,
NEW YORK.
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ASSETS NOVEMBER 30th, 1860.....$1,264,443.49
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THOS. LORD, Vice President.
SAMUEL H. MOORE, Secretary.
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H. M. WARFIELD & CO.,
16 Spear's wharf.
ap 22

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