

The South

BALTIMORE, MONDAY, SEPTEMBER 30, 1861.

J. M. MILLS & Co., Publishers.

Price of Subscription.
In Advance, Single Copy, Two Cents, sent by Express or by Mail, Postage Paid, per Annum, \$1.00. In Advance, Single Copy, Two Cents, sent by Express or by Mail, Postage Paid, per Annum, \$1.00. In Advance, Single Copy, Two Cents, sent by Express or by Mail, Postage Paid, per Annum, \$1.00.

WAR MOVEMENTS.

The news from the Potomac is interesting. The Confederates have evacuated Munson's and Mason's Hills, and an investigation shows that they had not erected formidable works there, and never intended to hold them. Where they have gone does not appear, and the movement is interpreted as an attempt to draw the Federals into an ambush. The latter, by mistake, fired into each other, and many were killed and wounded. We annex the despatches:

WASHINGTON, Sept. 29.—During last week it was so frequently reported from day to day that our troops had evacuated Munson's Hill, that when, last night, this long predicted event actually took place it found few believers among those least excited by sensation rumors. The American flag now floats there in place of that of the Confederate.

Detachments from Gen. Richardson's, Key's and Waldron's brigades, and also from Gen. Franklin's division, were sent to occupy Munson's Hill, and the vicinity of Munson's Hill being in command of Col. Terry, of the 5th Michigan regiment.

Early this morning the pickets from General Smith's division advanced to and now occupy Falls Church, neither this movement nor the occupation of Munson's Hill met with any opposition whatever, as the Confederates army had on Friday night evacuated the positions at their respective points on the line in front of Washington. Upon this Hill, this side of Falls Church, is necessarily included among the points now held by the Federal forces.

The objects of the enemy at the places they had evacuated were, in a military point of view, almost worthless, being nothing more than ruins of very common construction. The positions at their respective points, as Vandergrift's house, near the bridge, and the house of Mr. Murrain, and Mason's Hill afforded the Confederates nearly an unobstructed view of all our fortifications and other defenses. The appearance of the ground deserted by them indicated that they were deficient in those arrangements which serve to make camp life comfortable, having no tents, but merely sheltering themselves under the trees. There were also no evidences that they had ever mounted any guns. Our troops are now employed as to indicate that they do not intend to occupy their present position.

The advance of General Smith on Falls Church from the Chain Bridge was accompanied by events of the most deplorable character. Having passed Vandergrift's house, and the house of Mr. Murrain, they were met by a force of about 100 men, and when about half a mile from it, by some unaccountable blunder, Colonel Owen's Irish Regiment of Philadelphia, in the darkness of the night, mistaking for Confederates Captain Scott's battery, which was in the advance, sustained by Colonel Baker's California Regiment, Baxter's Philadelphia Zouaves and Colonel Friedman's cavalry, fired a full volley into the troops last mentioned, killing and wounding a large number, and causing confusion and not knowing from whom the firing came, returned it with marked effect. The horses attached to Scott's battery became unmanageable, and the tongues of cannon were broken, owing to the narrowness of the road.

Lieut. Bryant having command of the first section ordered the guns to be loaded with grape and canister, and soon had them in range to rake the supposed enemy, when a shot was sent to him from the company of riflemen. All was excitement and a long time elapsed before the actual condition of affairs was ascertained and confidence re-established. Many confused stories prevail as to the parties on either side who were killed. Gen. Smith immediately ordered Col. Owen's regiment back to camp. The killed of Captain Watt's battery are: Timothy Hay, the wounded, Corporal Bartlett and private Ciley, both of them will probably die. The wounded of the other companies are: Company A, shot through the thigh; Wm. Smith, of Company L; Perry Warren, of Company F; E. P. Martin, of Company F; Martin Gilling, of Company L; L. K. Stately, of Company L; and Atwood Miller, of Company L.

In Colonel Baxter's Fire Zouaves, none were killed, but the following names were wounded: Sergeant Gray, shot in the head; Benjamin Flood, of Company D, shot in the head; Lieutenant Phares, shot in the legs and head; George Hargrave, Company I, shot in the legs. None of these wounds will probably prove fatal. John Borth, of Company First Pennsylvania Dragoons, is mortally wounded.

In Col. Owen's Philadelphia Regiment, Sergeant Dillon, of Company B, was killed, and Sergeant Wm. B. McClain and Chas. Sheld of Company E, were wounded.

The killed were all buried to-day, near their encampment, with military honors.

The wounded were removed to the hospital, where they are receiving the best attention.

There are reports, the result of the rumors, that no possible information has so far been obtained concerning them.

The conduct of the Federal troops to-day, while occupying the grounds recently vacated by the Confederates, resulted in the loss of about \$100,000, including houses with their contents, but which were unoccupied, no distinction being made as to the political character of their owners. These matters are still under investigation by the military authorities, as they were strongly condemned by Gen. McClellan, who went over to the Virginia side at an early hour to-day, visiting various localities recently occupied by the Confederates. A private was prominently shot by his superior officer for disobedience in refusing to perform duty.

Various speculations are rife as to the whereabouts of the Confederate army, as no traces of them can be discovered in large force, except at distant points hovering around as if for purposes of observation. The most probable theory is, from what can be gathered, that the Confederates are making their retreats, as they did previous to the battle of Bull Run, with a view of drawing our troops into ambushes. This opinion is strengthened by the report of a conversation which a farmer residing in the neighborhood of Falls Church overheard the day before they evacuated their camp in that vicinity. The occupants of the Confederates show that they had at no time more than ten thousand men in front of Washington at the points which they have just evacuated.

WASHINGTON, September 29.—A foraging expedition started yesterday morning from General Franklin's division, consisting of infantry, cavalry and artillery, in strong force. They proceeded to Ellett's Hill, on the Orange and Alexandria Railroad, eight miles from Alexandria. As they advanced beyond our picket lines, the Confederates retired to Springfield Station, a mile and a half beyond Ellett's Hill. From this hill, which our forces temporarily occupied while detachments went in various directions for foraging

a fine view of the surrounding country was afforded, but no earthworks or new constructions of the enemy could be seen.

The object of the expedition was successful, and large quantities of hay, corn and oats were transported to the camp. Not a gun was fired on either side during the proceedings. The party did not return until late in the afternoon.

A company visiting the Mount Vernon estate of the late John A. Washington, recently killed in Western Virginia, and brought away about 800 bushels wheat, near 500 bushels oats and seventy-five barrels of fish, all of which has been stored in the Commissary's depot at Alexandria.

FROM MISSOURI.
LEAVENWORTH, Sept. 28.—We have intelligence from reliable sources as to the movements of Gen. Lane, to the effect that after his successful engagement with the Confederates at Poplarville, he made a forced march on there, and succeeded in surprising and capturing a large supply train led by Bates and Price, together with 5,000 mules in gold.

Gen. Lane is now supposed to be on the march to Gen. Curtis, at Kansas City.

Reports of Gen. McCulloch being in the vicinity of Fort Scott with a large force are still adhered to. Nothing definite is known in regard to his future movements.

Affairs at Lexington.
JACKSONVILLE, Sept. 28.—Passengers report everything quiet at Georgetown. Generals Sigel and Dyer are there directing operations.

All the Federal officers captured at Lexington have been released on their parole of honor not to take up arms unless exchanged. Some of the officers have arrived here, and all have left Lexington except Colonel Mulligan, who remains to settle up some business. He is not wounded as reported.

Among the officers who have arrived here are the following: Col. Marshall's cavalry regiment, from Lexington; Major Jenkins, Captain Foster, Waters, Burness; Lieutenants Proctor, Yost, Knight and Blair. They left Lexington on the morning of Thursday, and to their knowledge up to that time Gen. Price had not started in the position of his forces in this direction, though it could have been done.

Captain Foster thinks that the Confederate force has been increased by accessions from the rear, to about forty-two thousand. He reports that they were flocking in from all quarters. We have heard nothing definite in regard to Gen. McCulloch's whereabouts. The Confederates told Capt. Foster that his force was ten to fifteen thousand. The officers think that McCulloch is moving towards Jefferson City.

The Confederate troops under Price have devastated the country for a circuit of over twenty miles around Lexington. Every barn, field and mill has been cleared of its contents, and the remains of a few houses, clothing and bedding. Everything was seized and the owners maltreated and insulted, and those who remonstrated against their lawless proceedings.

A few members of Ex-Governor Jackson's old Legislature had assembled at Lexington and passed resolutions of denunciation, and were proceeding on their route to Romney they were fired upon at all citizens opposed to the Southern Confederacy. Other acts of a very severe character were also under consideration.

The movement is at Jefferson City, and Gen. Hunter and his staff called upon him to-day to pay their respects.

General T. L. Price had been ordered to take the field, but his brigade not being in readiness, he will probably remain in command here.

Colonel White, supposed to be mortally wounded at Lexington, is recovering.

The Latest from Missouri.
JACKSONVILLE, Sept. 28.—General Pope and his staff are here. Col. Mulligan, and his officers, it is rumored, will arrive to-morrow.

All intelligence is kept very close since the arrival of Gen. Fremont, who goes to camp to-morrow. He will probably remain on Tuesday and Wednesday next.

The opinion seems to be gaining ground that the Confederates intend to remain at Lexington to prepare for a general engagement.

FROM WESTERN VIRGINIA.
The Wheeling Press of Saturday contains the following account of the recent descent of a Federal force from New Creek on Romney:

From a letter which we were permitted to peruse, we learn that our force did not remain at Romney, but returned the next day to New Creek. In their route to Romney they were fired upon at three or four different points. Some considerable resistance was made at the Gap near Mechanicsburg, some three miles this side of Romney. The Confederates soon retreated to Romney. When our forces arrived at Romney, the Confederates had retreated some two or three miles east of the town. Our troops loaded up the two printing offices, the post-office, and some other articles, such as blankets and munitions of war, and started back.

A large Confederate force of cavalry followed, and came up quite close to the South Branch bridge. Here our men made a charge upon them, and fired their eight-pounders, which mowed them down considerably. The Confederates continued to follow, and at every available point made attempts to recapture the property which had been taken from them. Our men would shoot and fire whenever these assaults were made, causing considerable damage to the little knish. The killed on our side was six, and about sixteen wounded. The loss on the side of the Confederates is not known, but variously estimated from sixty to one hundred.

FROM KENTUCKY.
LOUISVILLE, September 29.—Five hundred troops from Terry Haute, Indiana, have come up Green river, Kentucky, and taken possession of Jack No. 1 and on the canal. A regiment of cavalry from Ohio has gone into camp near Cornington and Cinch, Kentucky, is occupied by Federal troops.

National flags are displayed at the Louisville Hotel and at the Galt House.

Seven Secessionists, among them James B. Clay and Colonel H. C. Harris, of Madison, Kentucky, were brought here to-day under arrest as State prisoners.

A writ of *habeas corpus*, issued in Clay's case, is now returnable before Judge Catton on Monday.

It is reported that some of Buckner's men attacked the Union camp near Mt. Airy, five miles from Bowling Green, under Col. Hawkins. The Confederates were badly whipped, and the Union men were coming to Colonel Hawkins' aid from all directions.

From Gen. Banks' Column.
DRAWINGS, September 27.—Yesterday Messrs. Brewer and Hermer, of Blueville, and Young, of Underhill, who were arrested as participants in the Rockville Peace meeting three weeks ago, were released in pursuance of strong recommendations from persons high in authority at Washington. The charges against them were not of such a character as to subject them to a trial for treason.

Yesterday was observed as a day of fasting, humiliation and prayer, by Gen. Banks' division.

Gen. Banks has entirely recovered from his recent slight indisposition.

Somebody says that every cord of wood given to the poor is recorded above.

HOW A DISSOLUTION OF THE UNION MAY BE AVOIDED.

Hon. H. J. Jewett, the Union Democratic candidate for Governor in Ohio (whose letter of acceptance was so generally read throughout the Northern States a few days ago, with expressions of high approval), has written another, mainly an amplification or a fuller explanation of his first letter. We make the following extracts:

Letter from Hon. H. J. Jewett.
T. H. Underhill, Sept. 18, 1861.
Dear Sir:—I am in receipt of your valued favor of the 13th inst., and regret my inability to visit you and address the Mass Meeting at the time designated. It is gratifying to learn that the people of your section of the State fully appreciate the serious times upon which we have fallen, and regardless of minor considerations, are inquiring how the dangers with which our beloved country is threatened can be most effectually and speedily averted. If we would all thus inquire and act in accordance with our honest convictions, I can but believe the storm now pouring ruin to all our best interests would soon be averted.

It may well be said that the people of the North are united in the determination to support the Government and to preserve the Union. With some objects to be accomplished, it is not surprising that there are those who are not satisfied with the course of the Government, and who are inquiring how the dangers with which our beloved country is threatened can be most effectually and speedily averted. If we would all thus inquire and act in accordance with our honest convictions, I can but believe the storm now pouring ruin to all our best interests would soon be averted.

It may well be said that the people of the North are united in the determination to support the Government and to preserve the Union. With some objects to be accomplished, it is not surprising that there are those who are not satisfied with the course of the Government, and who are inquiring how the dangers with which our beloved country is threatened can be most effectually and speedily averted. If we would all thus inquire and act in accordance with our honest convictions, I can but believe the storm now pouring ruin to all our best interests would soon be averted.

THEIR RUN FROM MANASSAS JUNCTION.

Yankee Doodle went to war,
On his little pony;
What did he go fighting for?
Ere he was gone!
Yankee Doodle was a chap
Who bragged and swore tarantation.
He stuck a feather in his cap,
And called it Freedom.
Yankee Doodle, &c.

Yankee Doodle, he went forth
To conquer the Seceders;
All the journals of the North,
Breast and sword, fire and smoke,
Especially the latter,
His rage and fury to provoke,
And vanity to flatter.
Yankee Doodle, &c.

Yankee Doodle, having hooped
His separate breeches martial,
He reckoned his victorious sword
Would turn against us others.
Secession first he would put down,
Wholly and unobscured.
And afterwards from Britain's crown,
He Canada would sever.
Yankee Doodle, &c.

England offering neutral space
To go over as well as under,
What was that Yankee Doodle crew,
And did inflame his dander.
As though with cholera drunk, he fumed,
And threatened vengeance martial,
Because Old England had presumed
To steer a course impartial.
Yankee Doodle, &c.

Yankee Doodle bore in mind,
When warfare England harassed,
How he unfriendly and unkind,
Had best and he harassed.
He put himself in England's place,
And thought this injured nation
Must be his troupe with a base
Vindictive exultation.
Yankee Doodle, &c.

We for North and South alike
Entertain affection;
These for negro slavery strike;
These for France protection.
Yankee Doodle is the post;
Southerner the kettle;
Equal morally, if not
Men of equal metal.
Yankee Doodle, &c.

Yankee Doodle, near Hull Run,
Met his brother;
First he thought the light he'd won;
Facts proved quite contrary.
Both struck and both were sped,
Of lightning, gib with section
Of slippery grace, in full stampede,
From famed Manassas Junction.
Yankee Doodle, &c.

As he bolted, so was slow,
Yankee Doodle hollered;
"We are being run and frd, although
No pursuer followed.
Sword and gun right sick he threw
Both away together,
In his cap, to public view,
Showing the white feather.
Yankee Doodle, &c.

Yankee Doodle, Doodle, do,
Whether you are flying,
"As cocked that war's been lying into,
Well, to Canada, Sir, re-re.
Now that, by Secession,
An eleven up trees,
To seize that three possession,
Yankee Doodle, &c.

Yankee Doodle be content;
You're had a lenient whipping;
Court not further punishment
By enterprise of stripping.
These neighbors whom you assail,
They'll surely whip you hollow;
Moreover, when you've turned your tail,
Won't hesitate to follow.
Yankee Doodle, &c.

FACTS ABOUT COTTON.

Mr. Hazley read a paper lately before the British Association on Cotton, from which we make the following extract:

"A century ago the population of Manchester was less than 30,000, while now it is 330,000, and as a centre of business influences and contributes to the welfare and prosperity of at least three times that number of human beings. During the last fifty years upwards of twenty billion pounds' weight of cotton, from all sources, have been consumed in Great Britain, and the value would probably not less than seven hundred and fifty millions sterling; and, on a fair computation, has yielded a profit not less than a thousand million pounds sterling to the people of the United Kingdom within that period. During the last year the consumption of cotton in Great Britain was eighty per cent. from the United States, eight per cent. from other foreign sources, and twelve per cent. from British territory. With the growth of this industry, five millions of our people have become directly and indirectly dependent upon it for their subsistence."

"Almost simultaneously Watt gave art the power to steam-engine; Hargreave, Arkwright and Crompton invented their spinning machines; the power-loom was the result of Mr. Cartwright's genius; and by about the year 1800, the steam-loom of Heathcote's genius contributed the wonderful mechanism by which lace was essentially taken from hand-labor by the novel power of water or steam, and the original cotton-printing in the vicinity of London, supplied the raw cotton from the East and West Indies; but by a singular coincidence, whilst Crompton was engaged with his invention and maintaining the spinning mule at the Mill in the Wood, near Bolton, South Lancashire, an Anglo-Saxo in South Carolina, conceived the possibility of successfully growing cotton in the States of America. He attempted and succeeded. He obtained his experimental seed from the Bahama Islands."

CHEAP RAILWAY TRAVELLING has been carried to a very low figure in Bengal, where the regular charge is three miles for a penny, at which rate the passengers are said to be attracted to the service, while the expense to the company is less than fifty per cent. on the receipts, which again yield a dividend of upwards of thirteen per cent. This cost of transportation on a railroad would seem small enough, if not the least that was practicable. But the Government of India, which started upon the principle that third-class fares should be lower than the cost of walking, has since, on the 1st of January last, added a fourth class of service, which is a penny, which is cheaper than walking, and without shoes, as the expense of food to the pedestrian, during the time lost, is more than the rate for railway carriage. This reduction, as reported, instantly doubled the number of passengers. Whether what has been done in India with such decided success, might be effected in this country, with like advantage, is, to say the least, doubtful. The cost of building and operating railways in the United States is probably greater than in India, where the character of the routes to be traversed requires less heavy grading per mile, and where the fuel and labor consumed in operating any line of road are, we suppose, less than in this country. But a more important consideration in calculating the comparative practicability of cheapening this kind of travel in Bengal and America, is that the former has an immense population, which are content to ride in third and fourth-class cars at corresponding rates, while here the majority of those who travel by rail are able to pay for the best accommodations, and will here if allowed a choice.

Price of Advertisements.

One square one month	10
Two squares one month	15
Three squares one month	20
Four squares one month	25
Five squares one month	30
Six squares one month	35
Seven squares one month	40
Eight squares one month	45
Nine squares one month	50
Ten squares one month	55
Eleven squares one month	60
Twelve squares one month	65
Thirteen squares one month	70
Fourteen squares one month	75
Fifteen squares one month	80
Sixteen squares one month	85
Seventeen squares one month	90
Eighteen squares one month	95
Nineteen squares one month	100
Twenty squares one month	105
Twenty-one squares one month	110
Twenty-two squares one month	115
Twenty-three squares one month	120
Twenty-four squares one month	125
Twenty-five squares one month	130
Twenty-six squares one month	135
Twenty-seven squares one month	140
Twenty-eight squares one month	145
Twenty-nine squares one month	150
Thirty squares one month	155
Thirty-one squares one month	160
Thirty-two squares one month	165
Thirty-three squares one month	170
Thirty-four squares one month	175
Thirty-five squares one month	180
Thirty-six squares one month	185
Thirty-seven squares one month	190
Thirty-eight squares one month	195
Thirty-nine squares one month	200
Forty squares one month	205
Forty-one squares one month	210
Forty-two squares one month	215
Forty-three squares one month	220
Forty-four squares one month	225
Forty-five squares one month	230
Forty-six squares one month	235
Forty-seven squares one month	240
Forty-eight squares one month	245
Forty-nine squares one month	250
Fifty squares one month	255

THE PRACTICABILITY OF USING STEAM ON CITY-PASSENGER RAILWAYS.

has just been tested in New York, by an experiment made with "duffy" cars, run by the Hudson River Railroad Company, for running cars from the station at Thirty-first street, to the depot in Chambers street, through the most thickly populated portion of the city. The trial took place in the presence of the members of the City Council and other citizens, and was eminently successful. The engine is described as being free from any possible objection that can be urged against it as a street engine, being, in fact, more safe and otherwise less objectionable than the horse power in use while it is, at the same time, sufficiently powerful for all practical purposes. The engine is entirely concealed from view in a car resembling a passenger car; no smoke or steam is emitted, and the train was brought to a dead stand, while moving at the legal rate of speed, in three seconds and a half. The train was several times stopped in a distance of from four to six feet from the time the signal was given. It was far safer to pedestrians than the horse power, and its liability to frighten horses is not greater than that of an ordinary passenger car.

REMARKS ON THE TRIAL.—During the last one hundred and twenty-eight years the relations of Catholics and Protestants in Ireland have singularly interchanged. The following table, drawn from the late Irish census, and from the birth-money collectors' return of religious denominations in 1857, while showing the ratio of Catholics to Protestants then and now, is not without interest.

Year	Catholics	Protestants
1857	1,100,000	1,100,000
1861	1,200,000	1,100,000

Connaught..... 110,000 to 110,000
Ulster..... 200,000 to 200,000
Munster..... 300,000 to 300,000
Leinster..... 500,000 to 500,000
Total..... 1,100,000 to 1,100,000

Mr. William Petty, in 1672, had estimated the proportion at 2 to 1; and the result by census in 1857, making just 2 to 1, confirmed his judgment. The new stand 4,490,943 against 1,274,639, or a fraction over 3 to 1. In other words, the Catholics, during the last one hundred and twenty-eight years, have gained on the Protestants by more than the entire present number of Protestants.

Way is set.—An exchange says: Fasten a nail or key in a string, and suspend it from your thumb and finger, and the nail will oscillate like a pendulum. Let some one place his open hand under the nail and it will change to a circular motion. Then let a third person place his hand upon your shoulder, and the nail becomes in a moment stationary.

When you can easily keep yourself throughout the winter from freezing by getting continually into hot water with your neighbors.

EARL DERBY'S OPINION OF THE PASSPORT LAW.

[From the London Herald (Derby organ), Sep. 13.]

In fact, to go to America, a man must get a passport. To leave America, he must get a passport too. England and France have done away with this Old World absurdity. America means to try it. If there is a word that reminds a travelling man of everything that is most annoying, most vexatious, most tyrannical and most objectionable in that system of arbitrary government by insulting *gens d'armes*, inquisitive police and incapable, avaricious officials, that drives an Englishman out of his mind a dozen times a week, Europe is that most obnoxious word "passport." For what does it mean? Confined espionage, daily loss of liberty, interference with freedom of travel, extortions of every sort, alterations without notice, loss of temper, prosecution, imprisonment, applied—anything. Happy is the land where there are no passports. Blessed be the ruler that abolishes them. He may be as great a tyrant as he likes at home—he is the friend of foreigners.

Now talk about the "invasion" in Naples. What is that to the reaction in America? The Pope and the brigands would bring back Francis II., and Francis II. once gave a constitution. In a week Mr. Seward in his office at Washington, has revoked all the liberties of America, and suggested a reign of terror. He has repeated the heinous act, and sends powerful American subjects to prison by a stroke of the pen, and without presence of trial. He has established a censorship of the press, he suspends newspapers and confines their editors and contributors; he examines private letters and confiscates the mail bags; he has steamers for Europe stopped that he may seize upon British consuls and look over the despatches intended for Lord Russell.

But all this was not enough. The cup of despotism was not yet full. One peculiar and most aggravating feature in arbitrary governments is to be introduced. A step was to be put to all freedom of expression and ingress. Lord Lyons notifies our government with a sort of quiet disgust the introduction of this odious measure. Ordinary diplomatic politeness would have impressed upon the American government the duty of acquiescing in Lord Lyons' and the other foreign representatives with so important a fact as this as soon as resolved upon. But Lord Lyons found it in a notice printed in the newspapers, and headed, "To all whom it may concern." There are many. It concerns Americans; it concerns Mr. Bright; it concerns us; it concerns the civilized world. There is an end of American liberty. *Amis republicis* is written in plain letters on the document of the State Office at Washington. The Republic has been found impracticable. The Americans have been praying for a strong government, and if measures of severity and loss of individual freedom make a strong government, they have got it. They are tired of King Louis, and they have got King Stork, who is gobbling them up by one.

And here for the present is an end of the great experiment to the imagined success of which our demagogues have been accustomed to point with such loud and insolent triumph.

When may a man be said to be literally immersed in business? When he's giving a swimming lesson.

PORT OF BALTIMORE, September 30, 1861.

ARRIVED TODAY.
Brig *Chatham*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

CLEAR TO DAY.
Sloop *Arthur*, Capt. F. R. Smith, to New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, to New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, to New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, to New York, 24 tons.

ARRIVED YESTERDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED THURSDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED FRIDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SATURDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SUNDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED MONDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED TUESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED WEDNESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED THURSDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED FRIDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SATURDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SUNDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED MONDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED TUESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED WEDNESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED THURSDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED FRIDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SATURDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SUNDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED MONDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED TUESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED WEDNESDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED THURSDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED FRIDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SATURDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED SUNDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.

ARRIVED MONDAY.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.
Sloop *Arthur*, Capt. F. R. Smith, from New York, 24 tons.