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VOL. I.—NO. 16. BALTIMORE, TUESDAY, OCTOBER 8, 1861. J. M. MILLS & Co., Publishers.

WAR MOVEMENTS.

FROM WASHINGTON.

We find the following items in the New York papers from their Washington correspondents:

First Lieut. E. B. McMurdy of the 19th Infantry is under arrest, and in confinement, on the charge of being a spy. His father, a chaplain in an Ohio Regiment, betrayed as well as prayed.

The President has arrived at no definite conclusion regarding the Missouri question. He has, however, decided that hereafter all contracts and appointments for the Western Department shall be made in Washington, in the regular way, and through the ordinary channels. Brig. Gen. W. K. Strong will also be authorized to make such changes in Missouri, as Chief of the Staff, as he shall deem best. I repeat that it has at no time been decided, either to arrest or remove General Fremont, and it is authoritatively reiterated today that nothing but the imperative demands of public interest shall induce the Government to supersede him. Members of Congress and others familiar with the state of affairs in Missouri are here, in daily intercourse with the President, and they assert the positive necessity of taking immediate and decisive action. They confirm the statement made in recent letters from prominent citizens of the North-West, that unless something is speedily done for Missouri all will be lost there.

The Attorney-General is unreserved in his expression of opinion concerning Gen. Fremont, and does not hesitate to pronounce his retention a public crime. Mr. Bates is in receipt daily of letters from important sources in Missouri, indicating a dangerous condition of affairs in that State. His temper and his fears are greatly exercised by these dispatches. A full consultation on the whole subject will be held to-morrow in a Cabinet meeting.

Gen. Anderson has requested to be relieved from the command in Kentucky, on account of his failing health. Gen. Sherman or Gen. Halleck, now on his way from California, will succeed him.

Since the withdrawal of the Confederates from the advanced position they occupied after the Bull Run affair, they have been much less defiant. Their flag is, however, in sight from the headquarters of General McDowell, at Upton's Hill. It appears to have been upon the high ground between Vienna and Fairfax Court House, near the spot where they had fallen trees to prevent the advance of our army when it first went out to Fairfax Court House. They are at work at this point erecting earthworks, evidently in anticipation of an advance from our side.

FROM MISSOURI.

Jefferson City, Oct. 6th.—(Special to the St. Louis *Republican*.)—It seems to be the belief in military circles here that General Price will avoid a battle with Fremont if possible, but others entertain the opinion that he intends a surprise upon several points the least protected, and that we shall have a fight in a few days.

Gen. Fremont intends to follow the Confederate arms into Arkansas, and force them into a fight wherever he can encounter them.

The Paymasters who brought $1,200,000 to pay off the troops to the 31st of August, have discharged their duty and returned to St. Louis.

FROM GEN. BANKS' COLUMN.

Darnestown, Oct. 5.—This morning and during the middle hours of the day, guns were repeatedly heard in the direction of Conrad's Ferry. At three o'clock this afternoon, Gen. Banks [illegible] and has not yet returned. It is surmised that the firing was from our guns, to protect the preparations [illegible] to be progressing there for crossing the river.

The First Brigade, commanded by Gen. Abercrombie, is now resting near Dawsonville.

Riot at Hudson City, N. J.

[*From the N. Y. Tribune, October 7th.*]

A serious riot occurred at Hudson City on Saturday night between members of the Barney Rifles, who are quartered at the United States Arsenal, on the hill, and some 300 citizens, which it is feared may yet lead to very serious results. The circumstances, as near as can be ascertained, are as follows:

About 9 o'clock in the evening one of the soldiers in passing along the street, either by accident or design, ran against a woman. This led to a fight between the soldier and a citizen who saw the occurrence, and the soldier was badly injured.

The soldier then went to the camp, giving information of his having been beaten and a number of his comrades went to the Newkirk House, near where the affray happened. Mr. Henry Newkirk was mistaken for the man who had beaten the soldier, and after an altercation an attack was made upon the house with stones and other missiles. The windows and blinds were demolished, and the inmates of the house narrowly escaped from serious injury. Mr. George Van Buren was wounded in the head by one of the stones which were thrown into the sitting-room. The fire bell was sounded in a short time after the attack on the house, and between three and four hundred men assembled at the Five Corners. At this time Col. Kozlay sent out a squad of men with muskets to bring in all the soldiers that were about the city. As the squad of men came near the Newkirk House they were attacked by the citizens and some of the men were badly injured. Mayor Carpenter was present and in trying to quell the disturbance was stabbed five or six times about the head and body, and is very seriously, if not fatally injured. Coroner Donnelly interfered and saved the life of one of the soldiers, who was armed with a hatchet.

There were serious apprehensions of a riot yesterday, and it was said that in case of further difficulty the fire-bells of Hudson city, Jersey city and Hoboken would be sounded, and that as many as 3,000 men could be brought together for an attack on the camp. It was deemed advisable by the authorities to call out the militia, and several companies of the 2d regiment were ordered to hold themselves in readiness at their headquarters. It was not anticipated that any trouble would occur last night, unless the soldiers should become unmanageable and make another attack upon the citizens. A number of special policemen were sworn in yesterday.

The citizens will insist upon having about forty of the soldiers delivered up to the authorities for trial and, in case of refusal, an attack will probably be made on the camp to-night. The regiment were supplied with rifles yesterday forenoon.—During the stay of the regiment, Col. Kozlay will be strict with the men, and will grant but very few passes. Some of the soldiers, it is alleged, while out about the city, have insulted women to such an extent as to cause a bitter feeling against them. A large number of people visited the camp yesterday, and a great excitement prevailed both there and in the city.

☞ There is a party in Kansas called "jayhawkers," composed of men with propensities similar to those who were called "skinners" in the Revolutionary war. Their business is to steal, and it matters not on whom they commit their depredations, whenever a favorite opportunity occurs.—They represent themselves alike to Unionists and secessionists as being very patriotic for whichever side they are in company with, and friends and foes suffer alike from their rascalities. Efforts are being made to put them down.

☞ An order was issued last week, cutting off the Syracuse *Courier*, a Democratic paper, from mail facilities, but was subsequently countermanded.

A GREAT SOLDIER.

In times like these, when soldiers are plenty, and the art of war is on every one's lips, it is a matter of unusual interest to turn to the lives of gallant men who in our own or other lands have done honor to the military profession. And we need not go very far back in the years for examples. The rebellion in India furnished England with no little material for hero-worship. Havelock, the brave, and good as brave man, stands pre-eminent among all. Napier, Lawrence and others left names worth being recorded on marble.

But our present purpose is to refer to a man but little known in America, except by those who have read the story of his life published a year ago by Tickner in Boston. The book was probably not widely circulated, but we could wish that a hundred thousand copies were distributed today in our armies. The volume is *Twelve Years of a Soldier's Life in India*, and we have taken it from the shelves because it is a book for the present season. It is in fact a sketch of the military career of Hodson, of Hodson's Horse, the hero of Delhi, and pre-eminently the soldier of the Indian Rebellion. Since the days of knightly prowess no more gallant soldier, or nobler heart, has lived. To read the story one would imagine it to be romance, were it not so abundantly verified by the letters of his fellow soldiers. The narrative is disjointed, because it is chiefly made up of extracts from his own and other correspondence. The former is sufficiently connected to afford an almost continuous narrative of his life, for in whatever situation placed, whether he had fought one, or, as was not uncommon, two or three battles in a day, he almost always contrived in the evening to find a few moments for a note to his wife, to whom he was devotedly attached, relating the day's work and assuring her of his own safety.

Hodson was an active, laborious officer in the Indian army up to the breaking out of the rebellion, when his services became extremely valuable. His thorough knowledge of the Asiatic character, his acquaintance with the native soldiery, their language and habits, made him the man for the times. At the head of the cavalry known as Hodson's Horse he was ubiquitous. No one knew where his blows would fall, and hence they fell with tremendous effect. Such work as he accomplished we doubt if any other one man has ever done. Read, ye ambitious officers of volunteers, admire, and imitate.

Every one will remember his capture of the King and princes of Delhi. The taking of the latter was a splendid achievement, worthy any knight of fabulous days. He sent to Macdowell, one of his officers, a brief note: "Come sharp, bring one hundred men." They two rode out together some six miles to a great mosk where were the princes with 3,000 men and 3,000 more near by. Hodson sent in his message demanding the princes. They came out. He then went in and ordered the 6,000 to lay down their arms. This they did. He gathered the arms into carts and followed the princes, whom he found in effect rescued by thousands of the natives who had surrounded them. Hodson rode up to them, seized a carbine from a soldier and shot them dead where they were, then coolly ordered a forward march and carried their bodies into Delhi. This exhibits his nerve. Look at one day's work to see what endurance he had.

He writes to his wife Dec. 30, 6 A. M.: "I am just starting for the chief's camp, which is at or near Goorsahaigungs, some forty miles from here. I hope to be back to dinner. Mac goes with me." Very cool, that. He proposes an eighty mile ride before dinner, as if it were a mere trifle. Mac, that is Macdowell, gives us the story as it occurred in a private letter of his own:

Camp Bewar, Jan. 21, 1858.—You know we took Mynpoore on the 27th. We halted that day and the two following. On the night of the 29th Hodson came into my tent about 9 o'clock, and told me that a report had come in that the Commander-in-Chief had arrived with his force at Goorsahaigungs about thirty-eight miles from Mynpoore, and that he had volunteered to ride over to him with despatches, asking me at the same time if I would accompany him. Of course I consented at once, and was very much gratified by his selecting me as his companion. At 6 A. M. the next morning we started, with seventy-five sowars of our own regiment. I do not wish to enhance the danger of the undertaking, but shall merely tell you that since Brigadier Grant's column moved down this road towards Lucknow, it had been closed against all Europeans; that we were not certain if the Commander-in-Chief's camp was at Goorsahaigungs (which uncertainly was verified, as you will see); and that, to say the least of it, there was a chance of our falling in with roving bands of the enemy.

"We started at 6 A. M., and reached Bewar all safe, fourteen miles from our camp. Here we halted and ate sandwiches, and then, leaving fifty men to stay till our return, pushed on to Chibberamow, fourteen miles farther on. Here we made another halt, and then, leaving the remaining twenty-five men behind, we pushed on by ourselves, unaccompanied, for Goorsahaigunge, where we hoped to find the Commander-in-Chief. On arriving there, (a fourteen miles stage) we found the Commander-in-Chief was at Meerun ke Serai, fifteen miles farther on. This was very annoying; but there was no help for it, so we struck out for it as fast as we could, the more so as we heard that the enemy, 700 strong, with four guns, was within two miles of us. We arrived at Meerun-ke-Serai at 4 A. M., and found the camp there all right. We were received most cordially by all, and not a little surprised were they to hear where we had come from. Hodson was most warmly received by Sir Colin Campbell, and was closeted with him till dinner time. Meanwhile I sought out some old friends, and amused myself at the novel sight of English sailors employed with heavy guns. I also went to see the Highlanders, and magnificent fellows they are, with their bonnets and kilts, looking as if they could eat up all the Pandies in India.

"A summons to the Commander-in-Chief's table called me away, and off I went to dinner, when I found Hodson seated by Sir Colin, and carrying on a most animated conversation with him. We had a very pleasant dinner, and at 8 P. M. started on our long ride (54 miles) back. We arrived at Goorsahaigunge all safe, and pushed on at once for the next stage, Chibberamow. When we had got half way, we were stopped by a native, who had been waiting in expectation of our return.—God bless him! I say, and I am sure you will say so, too, when you have read all. He told us that a part of the enemy had attacked our 25 sowars at Chibberamow, cut up some, and beaten back the rest, and that there was a great probability some of them (the enemy) were lurking about the road to our front. This was pleasant news, was it not?—20 miles from the Commander-in-Chief's camp, 30 from my own; time, midnight; scene, an open road, *dramatis personæ*, two officers armed with swords and revolvers, and a howling enemy supposed to be close at hand. We deliberated what we should do, and Hodson decided we should ride on at all risks. 'At the worst, he said, 'we can gallop back; but we'll try and push through.' The native came with us, and we started. I have seen a few adventures in my time, but must confess this was the most trying one I had ever engaged in. It was a piercingly cold night, with a bright moon and a wintry sky, and a cold wind every now and then weeping by and chilling us to the very marrow.

"Taking our horses off the hard road on to the side where it was soft, so that the noise of their footfalls could be less distinctly heard, we silently went on our way, anxiously listening for every sound that fell upon our ears, and straining our sight to see if, behind the dark trees dotted along the road, we could discern the forms of the enemy waiting in ambush to seize us. It was, indeed, an anxious time. We proceeded till close to Chibberamow. 'They are there,' said our guide in a whisper, pointing to a garden in a clump of trees to our right front. Distinctly we heard a faint hum in the distance—whether it was the enemy, or whether our imagination conjured up the sound, I know not. We slowly and silently passed through the village, in the main street of which we saw the dead body of one of our men lying stark and stiff and ghastly in the moonlight; and on emerging from the other side, dismissed our faithful guide, with directions to come to our camp—and then, putting spurs to our horses, we galloped for the dear life to Bewar, breathing more freely as every stride bore us away from the danger now happily past.

We reached Bewar at about 2 o'clock, A. M., and found a party of our men sent out to look for us. Our troopers had ridden in to say they had been attacked and driven back, and that we had gone on alone, and all concluded we must fall into the hands of the enemy. We flung ourselves down on charpoys and slept till daylight, when our column marched in, and we received the hearty congratulations of all on our escape. What do you think of it? The man whose information gave us such timely warning, and thereby prevented our galloping on, by which we should certainly have excited the attention of the enemy, had been very handsomely rewarded, and obtained employment.

"It appears from the reports afterwards received, that the party that cut up our men were fugitives from Etawah, where a column of ours, under General Walpole, had arrived. They consisted of about 1,500 men, with seven guns, and were proceeding to Futtypore. We rode in at one end of Chibberamow in the morning;—they rode in at the other. They saw us, but we did not see them, as we were on unfavorable ground. Thinking we were the advance guard of our column, they retired hastily to a village some two coss off. Meanwhile, Hodson and I, unconscious of their vicinity, rode on. They sent scouts, and ascertained that only twenty-five of our sowars were in the village, upon which they resumed their march, sending a party to cut up our men, and, I suppose, to wait for our return.

All Hodson said when we were at Bewar, and safe, was "By George! Mac, I'd give a good deal for a cup of tea," and immediately went to sleep. We rode ninety-four miles. Hodson rode seventy-two on one horse, the little dun, and I rode Alma seventy-two miles also.

Nor was this regarded as a very remarkable exploit for Hodson. Elsewhere we read of a picket at night lamenting that communication with a certain point was cut off, and the reply "Hodson is there; he will be in by morning with despatches," and Hodson came in, having ridden seventy-five miles in the night.

DETAILS OF FOREIGN NEWS.

The mails by the steamer Niagara reached New York yesterday. We make the following extracts from the English papers:

Twenty thousand muskets, sold by Prussia to the United States of America, have been supplied from the depot of Stettin, and are now being removed to Hamburg for shipment.

[*From the Manchester Guardian of Sept. 20.*]

Mexico.

Things have come to a pass at which the expectation of an Anglo-French naval and military expedition—in which the Spanish and American governments might also participate—to obtain redress for the indignities inflicted on French and British interests in Mexico, is very generally entertained, and is regarded with general satisfaction. The English people have some reason not to love joint expeditions, more especially those which, though not involving difficult operations, lead to political complications, the issue of which it is difficult to foresee. But in this instance the grievance has become too intolerable to admit of scrupulous consideration of the measures adopted for its redress.

It is quite in accordance with the prevalent fashion that this wretched people should look to the old States of Europe to save them from themselves: and we fear their prayer cannot be rejected, though the exiled royal family of Spain are probably destined to have a very small part in its fulfilment.

From the London News of Sept. 20.

The Great Eastern Disaster the Result of Bad Steering.

Alas! just when this splendid ship was supposed to be making short miles of it towards Cape Race she comes in sight off the Old Head of Kinsale, making for Cork Harbor, disabled and in distress. To a ship of this size everything that happens is on a colossal scale. It is a prodigious triumph or an immense calamity. She goes out and meets a "terrific gale" some 280 miles west of Cape Clear. This is the merest commonplace of Atlantic navigation. Cunard steamers and a host of others are encountering "terrific gales" all the winter through, and as often as the "equinoctials" come round. But the Great Eastern vindicates her majesty by a catastrophe without precedent or parallel: Both her paddles are carried away; her rudder post, "a bar of iron ten inches in diameter," is wrenched away; and there she lies, "a huge log in the trough of the sea."

From Thursday evening to Sunday morning this vast, unwieldy, lifeless carcass of iron rolls her bulwarks under water, smashing all her furniture, knocking her passengers about like ninepins, and hurling a couple of cows into the ladies' cabin. To read of the broken limbs and the cuts and bruises of these scared, bewildered passengers, one would think the ship had met some iron-cased frigate working her heavy guns in the night, and had run the gauntlet of a broadside. Four hundred passengers, taking an everyday trip from Liverpool to New York in the biggest steamship ever built, and suffering all the horrors of a naval engagement and of shipwreck some 280 miles west of Cape Clear—surely this is a monstrous practical sarcasm.

It is impossible, however, to regard such a catastrophe as a common and accountable incident. The shareholders in the Great Eastern are, we believe, an unusually large and scattered body, but the passengers from England to America in steamships are a much larger portion of the public, and it is due to both that the causes of this disaster should be severely investigated. It is idle to talk about terrific gales; Atlantic steamers are meant to meet and conquer "terrific gales." The Cunard and other steamships may be gifted with extraordinary good luck rather than with exceptional seagoing qualities. Probably they seldom make a passage in the winter without "carrying away" something, but somehow or other they don't disable their passengers, and they get across what our Yankee cousins call the Pond.

What, then, is it that distinguishes the Great Eastern in this disastrous fashion from steamships of an ordinary size and capacity? Is it the size that "makes calamity of so long life?" Is it precisely that enormous length, which was supposed to have reduced an Atlantic voyage to the insignificance of a trip across the narrow seas—to have made seasickness a nightmare of the barbarous ages, and "rolling and pitching" a vague tradition of affrighted landsmen? Our readers will remember the pleasant stories of ships so big that in the heaviest seas they could always ride across three waves as snug as the Ark on the slopes of Ararat. See what these "three waves" can do with a Great Eastern! One carries away both her paddles, another wrenches off her rudder post, and the third washes the cowhouse into the ladies' cabin. One thing is clear to the merest landsmen. *This disaster to the Great Eastern is the result of defective steering.* Let us not be misunderstood. We are far from imputing careless or incompetent seamanship.

It is not to be imagined that with such a ship in charge in a "terrific gale," the steersmen would be allowed to go asleep over the wheel. But it is certain that a single instant's inattention to the helm, or a single wrong turn of the wheel, or a turn too late, must put any ship in such a sea in imminent danger of broaching to, and then to bring her head round again before the sea has made a clean sweep of her decks is difficult enough in any case. How difficult with a ship as long as the Great Eastern, let this catastrophe bear witness! This is a matter of most serious importance while we go on building ships longer and longer. It is not time to pause and consider whether, beyond a certain point, size means safety, and not rather increasing danger, in proportion to increasing difficulty of seamanship? Doctors tell us that a child will survive a fracture or a fever when the prick of a pin would kill a giant. Draymen are not types of strength and health; and it may be that colossal steamships are not exceptions to the natural order.

France.

The state of blockade on the American coast has given rise to reclamations on the part of French merchants. These reclamations seem to rave arisen from a two-fold error—first, that neutrals not carrying contraband of war are exempt from the blockade; and secondly, that the blockade is established by the diplomatic notification of this state of things, and that, therefore, neutral vessels which have started before such notification has been given are exempt from it. A circular of the Minister of Commerce and Agriculture, addressed to the Chambers of Commerce, which appears to-day in the *Constitutionnel*, explains this mistake, and informs them that the state of blockade, which affects only indirectly the interests of neutrals, is now recognized by all the Powers, but while before the declaration alone of a state of blockade was deemed sufficient which impeded greatly the free navigation of neutrals, now the blockade, in order to be binding, must be effective.

The *Pays* has a long article on Prince Napoleon's journey in America. The Semi-official print informs us that the great topic of the day in the United States just now is, not the war, as might be supposed by common non-official people, but the visit of the Prince. His Imperial Highness' journey from New York to St. Louis, the *Pays* assures us, "was performed, like the other parts of his trial, in the midst of populations, who vied with each other in the warmth of their reception. In every town, in every village, the inhabitants hurried forward to meet him. On his approach the houses were gaily decked out with flags, everything assumed a festive appearance, and it may be said that everywhere the Prince and France were by turns, or to speak more correctly, simultaneously acclaimed."

Army and Navy Intelligence.

The New York *Journal of Commerce* of yesterday says:

Returns from the volunteer depots and enrollments throughout the State will probably be complete to-morrow, when the work of consolidating regiments will be at once commenced. Many of the fragmentary organizations in this city are combining voluntarily to suit themselves, in anticipation of executive action, in which their own wishes might not be consulted. The whole force now in camp, including regiments already sent off under the last call, numbers about 20,000, or 5,000 less than the whole quota.

The 10th Maine regiment, Colonel Beal, are expected to arrive in the harbor to-day and proceed immediately, without landing, to the camp at Hempstead.

Col. Berdan's regiment of sharpshooters, having proved most acceptable to the Government, steps have been taken to raise another similar corps in this State.

The 22d Massachusetts regiment, Col. (Senator) Wilson, will arrive in this city to-morrow evening, pass the night in a building in 32d street, provided by the Harlem Railroad Company, and leave for Washington on Wednesday. At 11 A. M. on that day, a banner will be presented to the regiment in front of the Fifth Avenue Hotel.

Recruiting for the regular army improved slightly last week, though it still remains very unsatisfactory. Fourteen men were enlisted at the three offices for general service, and eight at the new offices for the 12th infantry.

Since the abolition of the $2 premium paid for accepted recruits, it costs the Government just as much to enlist one man as to enlist fifty. In the present depressed state of recruiting, when scarcely any office can book twenty men per month, each recruit costs at least $14 before he leaves the rendezvous, not in cash paid down at once, but in contingent expenses, such as rent, fuel, officers' pay and allowances, privates' pay, bread and clothes, stationery, advertising, &c. As each recruit must have at least two or three months of preparatory training before he is ready to take the field, and as he must be paid, fed and clothed during that time, it will be seen at once that it is rather expensive work to procure men and make them into soldiers.

Recruiting for the Navy continues very active. Two hundred men were shipped here last week.

The forces in the various forts in New York harbor amount to 3,575 men. There are 24 vessels of war at Brooklyn.

At the Charlestown Navy Yard business is very brisk. Two sloops-of-war, the Wachusett (13,) and the Housatonic (13,) are nearly ready to be launched. A side-wheel steamer, something like a ferry boat, is being built, and is probably intended to be used for conveying troops across rivers and bays. Her draft of water is only five feet. The gunboat Mohican is being refitted.—The line-of-battle ship Vermont is being refitted. The line-of-battle ship Vermont is being made ready for an additional receiving ship, as the present one, the Ohio, has not sufficient accommodation for the numbers of blue jackets who are daily joining the Navy.

A new sloop, of about sixty tons burden, is in the course of construction. She will be used as a powder-lighter, to carry ammunition from the magazines ashore to the ships-of-war.

A Sunday in Stockholm.—Talking about pretty scenes reminds me of Mosebacke—a favorite place of resort on a hill-side, where you seem to be in a balloon floating just above the city, and quite able to leap overboard and impale yourself on the spire of the Kidderholm Church—and as Mosebacke is most frequently visited on "the day of all the week the best," I am naturally reminded of my Sunday in Stockholm.

In the afternoon I was exhorted to go to Mosebacke to see the sun set, and on doing so, found that Mosebacke, in addition to the view of the city, attracted visitors by its music, and by its darling girls, and by its Tyrolean warblers, and by its reservoirs of beer. An American feels rather shabby in such a place on Sunday, and would as soon pass through it *incognito*; and, therefore, I slunk rather uneasily about until I was reassured by seeing Rev. Dr. Vinton listening to the music and drinking beer under a forlorn little canvas awning not very remote from the Tyrolean warblers. Of course, I don't mean that man but the other man—the man who was not Dr. Vinton after all, but looked so prodigiously like him, and wore a white cravat, and was, I have no doubt, a true Christian and an excellent pastor, even if he did drink beer at Mosebacke on a Sunday afternoon.

CITY ITEMS.

Board of Trade.—The annual election for President, Vice Presidents, Treasurer and Directors of the Board of Trade, took place yesterday at their rooms. Considerable spirit was manifested during the voting, which continued from noon until two o'clock, resulting in the selection of the regular ticket, with the exception of F. A. Levering, Esq., Wm. Woodward, of the opposition, defeating him. The following vote was cast:

Regular Ticket—President—John C. Brune 114. Vice Presidents—A. Schumacher 108; Robt. Leslie 108; Thomas C. Jenkins 115; George N. Eaton 110. Treasurer—E. B. Dallam 115. Directors—H. L. Whitridge 116; Laurence Thomsen 114; D. Warfield, Jr., 114; Peter G. Sauerwein 23; R. R. Kirkland 116; Alexander Rieman 114; Austin Dall 114; W. L. Montague 115; Geo. W. Howard 114; Hiram Woods, Jr., 115; William T. Young 115; E. S. Courtney 42; Werner Dressel 114; H. A. Cooper 115; F. A. Levering 68; Jas. H. Barney 115; Jas. Fulton 104; James H. Stone 115; B. M. Hodges, Jr., 114; Wm H. Baldwin 115; Andrew Reid 115; Joseph O. Foard 110; F. B. Loney 115; James C. Smith 114.

Opposition Ticket.—President—Hugh Jenkins 80. Vice Presidents—A. Schumacher 78; Robert Leslie 78; George N. Eaton 78; Wm. McKim 78. Treasurer—C. M. Jackson 77. Directors—Edward Slade 76; Laurence Thompson 78; C. A. Gambrill 80; P. G. Sauerwein 78; John K. Calwell 78; Wm. Sterling 77; James E. Montell 78; G. T. Hopkins 78; C. H. Poumarat 77; George Saunders 78; E. L. Parker 78; E. S. Courtney 78; Werner Dressel 78; B. Deford 79; H. D. Harvey 77; Chauncy Brooks 78; James Fulton 77; B. M. Hodges, Jr., 77; E. V. Ward 75; Richard Fisher 78; Thomas M. Smith 79; Wm. Woodward 93; C. F. Pitt 75.

Geo. W. Porter was unanimously elected Secretary.

More Searching.—Sergeant Pamphilion, with a squad of policemen, yesterday searched the house of Mr. Godard Raborg, 138 South Paca street, but nothing of a contraband character was found. The search, which extended to bureaus, cupboards, etc., some of which were forced open, was made upon the authority of a warrant issued by Justice Showacre. The only article found was a cartridge box, which they concluded not to take. Policemen were stationed in the front and rear of the premises during the investigation. Sergeant Pamphilion, upon being questioned as to the authority of Judge Showacre to issue such a warrant, replied that parties on oath had stated that arms, &c., were concealed on the premises. Mrs. Raborg protested against the search unless there were some gentlemen present to witness the transaction, but the officers notwithstanding pushed their way in and gave the house a thorough search. Mrs. Raborg and a daughter were the only persons in the house at the time.

A Bad Judge of Calico.—A young woman, who gave the name of Catharine Welsh, was yesterday arrested on the charge of carrying away, contrary to law, a piece of calico, valued at $4, from the store of Messrs. Wroth & Fullerton, on Baltimore street. When detected, she stated that the calico, styled by her muslin de laine, had been purchased in Washington. She was committed for Court by Justice Hiss.

Fortunate.—The parties captured a few days ago, at Hancock, Messrs. S. J. Sharp & Son, while returning from Richmond, and sent to the Bastile, were released, on their parole, by Gen. Dix, for the purpose of visiting Washington. The prisoners, after an interview with the Secretary of State, were finally discharged.

Likely to Recover.—The unfortunate German, Jacob Kahle, who lost his legs by falling under a train of cars at the Mount Clare Station on Saturday, and whose death was incorrectly reported yesterday, is still at the Infirmary, where hopes are entertained of his ultimate recovery.

A Brute.—John Barrett was arrested on the complaint of his mother, Mrs. Catharine Barrett, residing at 99 Stirling street, charged with throwing a heavy plate at her by which her face was badly cut. Committed to jail to answer the charge at Court by Justice Hiss.

Rescued.—Shortly after one o'clock this morning, two policemen, in passing at the head of the Union Dock, observed a man named James O'Donnell struggling in the water, having, while intoxicated, fell over. They succeeded in rescuing him, and then took him to his home on Slemmer's alley.

Picking up Contraband.—Several negroes, who stated they were from Norfolk, were picked up off Cape Henry on the night of the 5th inst., in a yawl boat, by the Pilot-boat Coquette, and placed in the custody of the commander of Fortress Monroe.

A Nolle Prosequi has been applied for in the case of John Devalin, indicted during the May term of the Criminal Court for the killing of Wm. Kloman, on the 25th of July last. Fourteen of the grand jurors who found the presentment, have signed the application.

AMUSEMENTS.

Holliday Street Theatre.—Mr. Proctor was greeted with a crowded audience last evening.—His performance of Macbeth was rendered in a masterly manner, eliciting the most enthusiastic applause. Mrs. Phillips sustained the character of Lady Macbeth, and was warmly welcomed by her friends. This evening Shiel's great play of "Damon and Pythias," will be produced, in which Mr. Proctor will appear as Damon, in which character he is said to excell.

Kunkel's Opera House—*The Museum.*—The performances at this establishment continue to be appreciated, and draws good houses nightly. The songs, dances, acts, burlesques, farces, &c., are received with applause. The programme for this evening is a good one, and commands the entire strength of the company.

PORT OF BALTIMORE, October 8, 1861.

ARRIVED TO DAY.

Ship John M. Mason, Snow, 27 days from Pernambuco, Relis. guano, to Fitzgerald, Booth & Co.

Schr. Anna Shepherd, Tucker, from New York, mdse. to Rose & Lyon.

Steamer Elizabeth, Colmary, from New York, mdse. to J. A. Shriver.

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

Steamer Louisiana, Cannon, from Old Point Comfort to M. N. Ellis. Passed off Sharp's Island, a Baltimore built brig, at anchor, bound up.

CLEARED TO DAY.

Steamship Ben Deford, Hallett, Boston, A. L. Higgins.

Steamer Louisiana, Cannon, Old Point, M. N. Ellis.

Steamer John S. Shriver, Dennis, Philadelphia, J. A. Shriver.

Steamer Artisan, Chaney, New York, J. A. Shriver.

CLEARED YESTERDAY.

Bark Chase, Raffo, Pernambuco and a market, D. Warfield & Son.

Bark Ella Virginia, Focke, Queenstown, Ire., John S. Williams & Son.

Brig Chattanooga, Fry, Pernambuco and a market, Kirkland, Chase & Co.

Schr. Alfred Hall, Rosendale, Old Point, W. Rhoades & Son.

Schr. M. G. Morgan, Hawes, Old Point, Jas. Sullivan.

Schr. Chieftain, Jones, Washington, D. C., Jas. Sullivan.

MEMORANDA.

Bark Mary Broughton, Herrick, for Amazonas, sailed, was at Sartanas 19th inst.

Schr. Sea Nymph, Conley, and N. J. Bratton, Milliken, for New York, hence, reloaded for Baltimore, at Providence, 6th.

ARRIVED FROM BALTIMORE.

Brig Mary Atwell, Dunn, Nassau 25th ult.

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FOR SASSAFRAS RIVER.

THE FINE SCHOONER GEORGETOWN, OALE, CAPT. LANDING—The Steamer George Law will leave Light street wharf, between Conway and Barre streets, every TUESDAY, THURSDAY and SATURDAY MORNING, at 9½ o'clock, for Georgetown, Turner's Creek and landings on the River. Returning, leaves Georgetown every MONDAY, WEDNESDAY and FRIDAY MORNING at 9 o'clock, for Baltimore.

Passage $1. Freight prepaid.

WM. T. RICE, Captain.

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

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MERRILL, THOMAS, & CO.,

No. 239 Baltimore Street,

BALTIMORE.

NORTHERN CENTRAL RAILWAY.

SUPERINTENDENT'S OFFICE, CALVERT STATION, BALTIMORE, May 19, 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 Elmira 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 8.15 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 5.10 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.

PHILADELPHIA WILMINGTON AND BALTIMORE RAILROAD.

SUMMER ARRANGEMENT.

On and after MONDAY, August 19th, Passenger Trains for Philadelphia will leave PRESIDENT STREET DEPOT daily (except Sundays) as follows, viz:

EXPRESS TRAIN at 5.30 A. M., WAY MAIL at 10.15 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 8.00 P. M., stopping at all Stations between Baltimore and Havre de Grace.

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

WM. CRAWFORD, Agent.

FOR FREIGHT OR CHARTER.—The A 1 Bark "CHASE," 3,00 tons. Apply to D. WARFIELD & SON, 30 Spear's Wharf.