uth:
Y EVENING
S & CO.,
MORE STREET.
, UP STAIRS.
Advertisements will

Nov. 6.

THE NEWS.

We have intelligence this morning by the Northern boat that of the forts at Hatteras, Fort Clark has already been destroyed by the effects of the recent storm, and that Fort Hatteras was in a very critical condition. It will be recollected that the inlet near which the fortifications were erected, was made by the action of a violent storm in 1849, and it is not improbable that the gale of this year has closed this up and made a new entrance so near the forts as to destroy their stability. The steamer *Spaulding* was unable to land supplies for the Indianians and N. Yorkers, on the Island, and their commander, Col. Hawkins, has gone to Washington to represent the necessity of their removal. Meantime the Confederates, noting the absence of protecting vessels, and the helpless condition of the Federal troops, may pounce down upon them and transport them to Dixie.

The arrival of the steamer *Florida*, of the Great Exhibition, at Philadelphia in a disabled condition is another evidence that the fleet encountered the storm, and it must have been terribly severe to have compelled the *Florida* to put back, as she is a large steamer of 1,300 tons, and formerly ran regularly between Savannah.

From Western Virginia we are up to the hour of writing without one word of additional information from the forces of Rosecrans or Floyd. The Government has no advices direct since last Saturday.

For other information we refer to our columns of "latest news."

THE ELECTION.

By request of the Democratic Executive Committee, we last evening issued an Extra containing the report of a conversation between General Dix and the Committee, which the former committed to paper. From the language used, the inference was irresistible that only those who had actively aided the Southern rebellion would be prevented from voting, and that no oath of allegiance would be required. The expectation based upon these assurances that a fair expression of opinion would be allowed, has not been realized. Voters have been intimidated by threats of arrest who have never borne arms, who never belonged to any military organization, and who have not been out of the city for years, and have not so much as even crooked a finger against the Government.

The oath of allegiance has, in many cases, been demanded by the Judges, and the station-houses are now filled with imprisoned citizens who, as far as they know, have committed no offence but that of desiring to vote the Democratic ticket.—Under such circumstances, the result cannot but be one-sided. The Democratic candidates at an early hour, as soon as they saw the course things were taking, seriously contemplated withdrawing, but as their doing so would prevent them from contesting the validity of the election, they, upon reflection, resolved to remain in the field.

We annex [illegible]

Ben Taylor, 15th ward, Democratic candidate for the Legislature; Lindsay Sturgeon, 5th ward; W. C. Cunningham ditto, Geo. Higgins ditto; George Perce, 7th ward; ——Kearney, James Fields, an old and respectable grocer of the 3d ward; Benj. Warring, 4th ward, on the charge of having been a member of the Maryland Guard; Dr. McManus, a well known physician of the 10th ward; W. W. Ousler, Democratic candidate for Justice of the Peace in the 16th ward; Col. Wm. Wallace, a well known citizen of the 10th ward; Jacob Stoufler, 10th ward; Jos. Beard, 5th ward; Charles McComas, Sergeant of the Metropolitan Police, 9th ward; Wm. Haurand, Democratic candidate for Constable in the 9th ward on the charge of having been in Virginia, and many others. The Station Houses as we have remarked, are crowded to overflowing with prisoners.

In the 3d ward H. E. Kimberly, Clerk at the Franklin Bank, was prevented from voting, on the ground that he was formerly a member of the Maryland Guard, and obeyed the orders of his commanding officers during the excitement which followed the outbreak of the 19th of April.

Since writing the above, we have heard of the following additional arrests, viz: Robert J. Kerr, Democratic candidate for the Court of Common Pleas, M. Dorsey, Clerk at Barnum's Hotel, Chas. Towson, candidate for Sheriff; Charles Schwatka, candidate for Constable, and E. Dreyer, fresco painter. Nearly all the parties arrested are citizens of the highest worth and respectability. Cases where personal violence has been offered to voters have not been rare.

Henry Walker, residence at No. 63 Centre Market Space, who has been voting in the 9th ward for 22 years, was challenged, and was not allowed to vote.

James Murray, residing at No. 68 Centre Market Space, who has lived and voted in the 9th ward for the last 23 years, was refused his vote because his two sons are in the Confederate army in Virginia. After an hour and a half the judges received his vote, Mr. Murray remarking that he did not feel bitterly responsible for the conduct of his sons.

Dr. O. Donovan, a well known physician of the 11th ward, was arrested and placed in the station house for attempting to vote.

William Bishop, of the Seventh ward was severely beaten by a gang of rowdies. Many of the arrests were made upon no other charge than that of attempting to vote the Democratic ticket, or of using "treasonable" language.

In the counties the same system of repression was pursued. At Govanstown United States troops were in possession of the polls and the following gentlemen had been arrested:

Dr. Thompson, Geo. H. Carman, Messrs. Beddes, Harrison, Wheeler and almost every one who presented themselves. Gen. Henry Mankin came near the polls but was advised not to offer his ballot and he followed the counsel.

As we go to press we hear a rumor that Front street Theatre has been engaged for the accommodation of political prisoners.

It is proper to state that many of the arrests made in this city were upon the charge of having been engaged in the 19th of April riot, or having been in Virginia, or giving direct aid and comfort to the Southern Confederacy.

From Old Point and Fortress Monroe.

The steamer *Louisiana*, Captain Cannon, arrived at her wharf this morning a little before seven o'clock, and reports as follows:

The steamer *Spaulding*, from Hatteras Inlet, arrived at the Fortress yesterday morning at two o'clock, and brings the intelligence that the forts at Hatteras were greatly damaged, if not rendered entirely untenantable by the late furious gale.

Fort Clark is nearly destroyed by the force of the waves, and Fort Hatteras is in a similar condition. The sea had made a breach and there was now ten feet of water between the two forts.

The *Spaulding* was unable to land her cargo, consisting of clothing, provisions and munitions of war, and was compelled to bring them all back to the Fortress.

She brought up Col. Hawkins, of the Indiana Zouaves, stationed at Hatteras, who left for Washington this morning, for the purpose of making some other arrangements for his men, as he says it is impossible for them to retain their present position.

The *Spaulding* did not see any vessel [illegible] to the fleet, nor had any intelligence from it. She reached the Fortress at the time of the departure of the *Louisiana*.

A Bay of Luce started for Norfolk yesterday, but was not permitted to reach the city, and was forced to return to the Fortress again. This was a bitter disappointment to the passengers who went over on the boat, consisting of a number of ladies, who were very desirous of reaching their homes.

We learn from a source deemed reliable, that during the height of the gale, the soldiers were on board the steamers and ing in charge the care of the horses, having knees and prayed to be saved, and upon their to go down, and some of them all expected to hoist a flag of distress, so their officers Southern privateers might come out and rescue them, preferring to be prisoners rather than be drowned.

The same party informs that the steamer *Monticello*, which arrived at the Fortress on Monday afternoon, and reported as being from the blockading squadron, was actually one of the fleet as he is positive he saw sail with the expedition, and he thinks she was forced to return on account of the gale. He counted 48 vessels, steamers and sail, forming the fleet.

There was a report at the Fortress that a vessel belonging to the fleet having on board a large number of men, had been driven ashore, and it was supposed that many lives had been lost—this is however only report, and we give it for what it is worth.

We learn also that some 80 men, belonging to Ellsworth Zouaves, went out a day or two since from Newport News, to gather wood, and coming in contact with the Southern pickets, the whole number detained, and were carried into Hampton. A party of [illegible] look alike, the same regiment were sent [illegible] followed the course of the [illegible] d.

If it be true, which we have every reason to believe, that the *Monticello* was with the fleet, her report of seeing it all safe near Bull's Bay, does not seem reliable. The *Spaulding* reports the gale as being intensely severe upon the Carolina coast.

THE VESSELS WHICH HAVE RETURNED FROM THE GREAT EXPEDITION.

The following vessels, which formed part of the Armada, have returned, viz: Steamships *Florida* and *Belvidere*, and tugs *O. M. Pettit* and *Ethan Allen*. The ferry boats are reported as sunk or driven ashore. We find the following account of two of the returned vessels in the New York *Herald:*

O. M. PETTIT.

The *Pettit* was formerly a tugboat on the East river, but present makes an excellent gunboat, mounting two guns. Her tonnage is small, and consequently her draught is light, enabling her to run close in shore. The following are her officers:

Acting Master Commanding—A. S. Gardner.
Master's Mate and Executive Officer—Edward Daly.
Acting Master's Mate—John Blitz.
Acting Second Assistant Engineer—Henry Beet.
Acting Third Assistant Engineer—Augustus Wardell.

FLORIDA.

The *Florida* is one of the late additions to the Navy. She is a large side-wheel steamer of 1,261 tons burthen. She was built in New York in 1851, and has been always looked upon as a first class vessel. The following are her officers:

Commander—J. R. Goldsborough.
Lieutenant—Q. W. Scott.
Masters—Josiah Stone, B. B. Maly, J. W. Balch, Chas. Baker, W. B. Wise, Thomas S. Harrison.
Surgeons—J. S. Cahn, John S. Smith, James A. Shurtle, George Bennet, George Mason, George G. Smith.
Gunner—J. D. Fletcher.

The Confederate Loan.

It has been frequently stated by the Northern press that the first loan of $15,000,000 offered by the Confederate States had not been taken. The following notice appears in the Richmond papers, signed by the Secretary of the Treasury:

The Commissioners appointed to receive subscriptions for the Confederate Loan are notified that the entire Fifteen Millions has been taken up. All further subscriptions must be taken under the Loan authorized by the Act of Congress, approved August 19, 1861.

C. G. MEMMINGER,
Secretary of the Treasury.

☞ The husband of the late Madame Bosio has had erected a monument of bronze to her memory at St. Petersburg, where she died. It is nevertheless intended to remove the body to Paris, for interment in Pere la Chaise.

☞ The Government has in service two regiments of lancers, two composed entirely of lumbermen, one of miners, one of railroad men, one of engineers and bridgemakers, and one of mechanics.

From the Richmond Enquirer, Nov. 4.

THE GRAND EXPEDITION.

Our summary of news from the North is of more interest to-day than usual. The sailing orders of the great naval expedition will attract especial attention. Speculation will now soon be at end; and perhaps before these lines shall be printed the telegraph will tell us where the blow has fallen. After reading these orders, however, we cannot join in the opinion which to some extent prevails, that the contemplated landing is intended on any comparatively secluded and undefended spot. If this giant force is to take possession of some sand bar or marshy island, or sea-coast village, why such strict injunction that the expedition should sail in a body and the soldiers land in such heavy array, and with the admonition that their courage will probably be tested?

If we judge these orders by the ordinary rules and in connection with the Northern boasts that a terrible blow is to be struck, and at our very vitals, we cannot but conclude that it is expected to strike either in the vicinity of a strong Confederate army or of a large Confederate city. Applying these tests, Pensacola, and Charleston, and Savannah, and New Orleans, are the points which present themselves to our mind. There is something so absurd in the injunction to keep the expedition close together, and to land in a long line of boats, and with elaborate preparations, for the purpose of capturing Sand Point or Musquito Bar, or Alligator Inlet, that it is difficult to conceive that the Northern Generals would thus make themselves ridiculous.

If the expedition attempt to land at an important point, we hope that our force would be sufficient for their repulse. If among the pines and swamps, they will have committed a great folly, and injured themselves, not us. We are not, however, without other hopes. The winds have been howling, and the clouds have been pouring out its floods. We confess it—the blast of the [illegible] in our ears like sweetest music. [illegible] made us think of the Spanish armada, that sailed in great pomp on grand design, but was dispersed by the winds, and vanquished without meeting an enemy. Who knows but that stormy Hatteras was created for such a time as this? Who can tell but that the rocks and sands of the Florida coast shall prove the instruments of Providence to punish the wickedness of man? The grand fleet sailed on Tuesday, the 29th. On Friday afternoon the storm commenced. Three days had thus elapsed. Where the fleet had got to—whether the storm there raged, and whether it claimed its prey—we have yet to learn.

But whether by the winds of Heaven, or by the blessings of Heaven on Southern valor, we trust soon to been able to announce that the fleet which sailed from Hampton Roads is a fleet that shall never more return, unless, indeed, under another flag.

THE GREAT NAVAL EXPEDITION.

The Norfolk *Day Book* of Monday has the following remarks with regard to the naval fleet:

We understand that a gentleman arrived in this city several days since who reports that a vessel recently arrived on the coast of South Carolina, in an apparent state of distress, from some of the British Islands, bound to Baltimore. Some of her sails and rigging had been cut away as though she had been in a gale, and she was endeavoring to make her way into Charleston harbor for the purpose of getting relief. She was overhauled by the Federal fleet off that coast, and by them fitted up with such needed repairs as would enable her to keep on her way.

They then put their mail on board of her. She left there and soon got an opportunity and dodged in either to Charleston or some other Southern port, where she was delivered over to the Confederates, together with her valuable cargo. On an examination of the letters in the mail from the Yankee fleet it was found that considerable information leaked out as to the intention of the invading fleet which recently left Hampton Roads. It appears from this source of information that their design is to attack Charleston in force from three different points or approaches, and it may be that Port Royal is one of these points. This Charleston luckily has been in the possession of an opportunity to prepare for their reception, that is if they place any reliance on it.

THE SKIRMISH NEAR EDWARDS' FERRY.

The Loudoun *Mirror* has an account of the skirmish on Tuesday, (the day after the battle near Leesburg, Va.,) between the Federals and the Confederates. This took place near Edwards' Ferry, where the Federals were discovered to be planting a battery. Gen. Evans on making this discovery ordered Gen. Barksdale to attack them.

The companies of Captains Eckford and McElroy were thrown out as skirmishers, and got within thirty yards of the Federals before being fired upon. The advanced companies returned the fire, and were quickly joined by the regiment who, upon reaching the fence, delivered a well-directed fire upon the retreating Federals. The regiment, with deafening shouts, leaped the fence, making for the enemy's battery, several hundred yards in advance, and firing several volleys, until it reached a ravine, and halted. During this running fire of the regiment the enemy opened upon it with shot and shell from the three guns on this side the river, and from their batteries on the opposite side, killing, however, but two of our men, Lieut. Fluker and private Simmons, of Capt. McElroy's company. The loss of the enemy was between 40 and 50.

The lateness of the hour, being then nearly night, prevented a simultaneous attack by the 17th and 18th regiments and Col. Barksdale was compelled to draw off his regiment—otherwise the battery would have been taken and our list of prisoners largely increased.

The enemy was at least 4,000 strong, and were protected by heavy batteries on the opposite side of the river, besides a large number of rifle pits on his side.

On Wednesday morning Gen. Evans withdrew his forces a few miles south of Leesburg, to await reinforcements, but ere they arrived the enemy had again recrossed the river, and there was nothing for them to do.

Patriotic Brokers.

On the strength of the encouraging despatches sent from this city to New York yesterday concerning the fleet, the Board of Brokers became noisy and patriotic, especially the Bulls. The *Journal of Commerce* says:

The Stock market was quiet but firm until the news of the fleet Arrived, when there was such a cheering, shouting and general clamor at the Board as has not been heard before for many a day. Snatches of patriotic songs were sung; "Hail Columbia" was heard above the call of stocks and the hammer of the President sounded only as a part of the demonstration. There was not after wards much business, [illegible] the market left off strong without being [illegible]active.

These demonstrations may be regarded as somewhat premature.

The Boston *Traveller* says a correspondent at Hubbardstown, Mass., writes that Mr. Ebenezer Tilton, of that town, who now resides at Sonterion, near Mazatlan Mexico, writes to his family that Dr. Benj. R. Fitch, a native of Vermont, was murdered by the Mexicans at that place on the 12th of August last.

☞ The Governor of New Jersey has recommended that Thursday, the 28th instant, be observed as a day of thanksgiving, prayer and praise.

FURTHER BY THE PERSIA.

The return from the Bank of England for the week ending October 23 gives the following results when compared with the previous week:

Rest	£3,123,887	Increase	£4,558
Public deposits	3,[illegible],302	Increase	116,537
Other deposits	14,678,264	Increase	267,111
On the other side of the account:			
Gov. securities	£12,153,001	No change.	
Other securities	16,736,417	Decrease	148,399
Notes unemplo'd	7,106,885	Decrease	474,155

The amount of notes in circulation is 20,814,550*l.*, being an increase of 307,515*l.*; and the stock of bullion in both departments is 14,106,661*l.*, showing a decrease of 211,574*l.* when compared with the preceding return

Great Britain.

Sir James Graham, Baronet, died on the 25th ultimo, at his seat at Netherby. He had been suffering from acute internal pains for a long time, but on the day before his death was so much better that he told his medical attendant he thought he should soon be able to dispense with his services. Shortly afterwards he was seized with a severe spasm, and as it would not yield to the remedies applied, he became convinced that his end was at hand. He then gradually sank, but his faculties were bright and unimpaired to the last.

The *Gazette* gives currency to the report that immediately before the affair at New Orleans some forty-eight or fifty vessels got safely away from the ports of Charleston and Wilmington.

Mr. Grantley P. Berkeley writes very strongly in favor of the "Confederates," in the London *Morning Herald*, and broadly asserts that they are thus far the victors.

The Manchester *Guardian* gives prominence to a communication in which it is asserted that the South, in withholding their cotton from market, are not actuated by a desire to bring foreign Powers to their rescue, but desire simply to avoid the risks which would otherwise accrue to cotton at the seaports.

Mr. John Young had been officially recognized as United States Consul at Belfast.

The health of Lord Brougham was improving.

WHAT IS A BATTLE?

A battle is, after all, only a pummeling match on a large scale; the side which can best stand being beaten has the best chance of beating. We would not say that the General that is most brave will win the day, but he that fears least; nor is the distinction a mere trifling about words. The normal state of two armies marching to battle is the state of fear; the General is trembling for his reputation, the drummer-boy for the lass that he left behind, and the lips he kissed so fondly when drawn for a conscript a few days before. To all that mighty host there is the awful alternative, death or victory; it may not be a peerage or Westminster Abbey to all, but the prize is proportioned to the stake. The commander-in-chief stakes his all on the issue; and so does the drummer-boy. The one cannot hazard more than life and honor, the other cannot hazard less. In such a lottery as this the boldest may hold his breath, as the ball whizzes in the roulette of battle, and fortune hangs in suspense between the combatants.

That men are not afraid while the battle is raging around them, and comrades falling fast on all sides, is very true; but that is not because they are too brave not to know what fear means, which is only an absurd way of saying that they are too irrational to know what their danger is; but because a passive emotion of fear is incompatible with the active exertion required of head, legs and arms. The commander-in-chief has to *think*, and the full private to *act* during action, and both thinking and acting are states which put an end, for the time present, to the sympathetic emotions. The surgeon, amputating a patient's limb, is conscious of nothing but the operation itself. If he were to give way for an instant, he would be unnerved and unmanned. During the trying quarter of an hour he is a being of pure intellect, devoid of feeling or emotion of any kind. And unless he could put his understanding under an exhausted receiver; and work it for the time *in vacuo*, he might give up surgery, and had better adopt the study of some of the fine arts instead.

[illegible] been unable, by many excellent and able men [illegible] the profession of a surgeon. They were unable to master their passive emotion in the operation room: their nerves were too fine strung; and consequently, their intellect never had fair play; they could never rise to the perception of the beauty of an operation, and forget the screams and suffering of the patient. A surgeon is not heartless, as some suppose, because he forgets the one class of emotions, and can even induce a new train of emotions. If the patient were a dear relative he would not attempt the operation, because he could not trust his resolution. A look might unnerve him, and the more the feelings are compressed, the greater the gush when once the self-command is lost, and like waters breaking through a dam, they sweep all before them.

To apply these remarks to a field of battle. Men there screw their courage to the sticking place. They do not talk nonsense, not knowing what fear means, but like Macbeth, they do all that does become a man—who dares do more is none. Sir Alexander Ball, than whom a braver man never walked the quarter-deck, confessed, that when as a boy he was put into the ship's launch, on a cutting out expedition, he felt the tears rise in his eyes, and he would have given worlds to choke down his emotions. But a kind word from an old boatswain soon put him all right again, and once the first natural gush of fear was got under he felt no more return of it, and got on in action as well as the oldest seaman. This is the real state of armies going into action; at first the strong sense of danger is uppermost in their minds, but as soon as this is conquered by the sense of duty there is then no return of these qualms, unless, as sometime happen, the army finds itself in a trap, or a *cul de sac*, with cannon on all sides, and then the sensation of fear returns with overwhelming strength in proportion as it has been kept under so long.—*Dublin University Magazine.*

BULL'S BAY.—The report that the great fleet has entered Bull's Bay, will at once centre universal interest in that hitherto unknown locality. This Bay has hitherto been known to coasters as a harbor of refuge. It is about twenty miles North of Charleston, in Charleston county. The bay is protected on the North by the Raccoon keys and the great sweep of the coast out to Cape Romain, and on the South by Bull's Island on the northern extremity of which is the Bull's Island Light House. The anchorage ground is under the lee of this northern extremity of the island, off the mouth of the creek or lagoon which separates it from the mainland. Vessels may carry thirteen feet of water over the bar and anchor in 3 1-2 fathoms with muddy bottom, or by anchoring in the open bay a half mile from the light house, will find six to eight fathoms of water at lowest tides.

The approach to Charleston by land is over a level country, and it would appear to be among the possibilities that a combined advance is contemplated on Fort Moultrie, accompanied by a naval expedition with gun boats, which, following the coast, and entering Charleston harbor by the Sullivan's Island channel, would be out of the reach of all the fortifications in that harbor except those on Sullivan's Island. An attack on Moultrie from gun boats would materially aid an advance from the rear through Mount Pleasant, and perhaps astonish the South Carolinians. It may also be intended to land a portion of the forces at Port Royal, which is about as far south of Charleston as Bull's Bay is north, and thus advance simultaneously on the north and south sides of the harbor. The calibre of the guns on gunboats, possibly superior to anything at Cummings' Point or Fort Moultrie, may enable them to shell those forts at a safe distance. But as the report which we have received is very meagre, and it is possible that the fleet were entering Bull's Bay only for temporary refuge, all that we now write must be regarded as mere conjecture.—*N. Y. Journal of Commerce.*

SUICIDE.—Albert Peters, a veterinary surgeon, who cut his throat last week, at his residence, No. 4 Clinton street, N. Y., died on Sunday. It is stated deceased was threatened with a criminal prosecution on account of an accident which occurred whilst he was operating upon a horse, and this so preyed upon his mind as to induce him to destroy himself.

MARRIED.

On the 31st ultimo, by the Rev. Mr. McCartney, ELISHA F. KELLEY to LIZZIE TALBOTT, all of Baltimore county.
On the 1st ultimo, by Rev. Mr. Sutcliffe, EDWARD B. OWN to Miss MARION T. SHIPLEY.

DIED.

On the 5th instant, Miss MARIA HALL, in the 75th year of her age.
On the 5th instant, FREDERICK A. MEYER, in the 64th year of his age.

FRANKLIN HOTEL,
57 SOUTH ST., Baltimore.
Meals and Lodging.....25 Cents each.
JOHN F. STOUT, *Proprietor.*
no 6-1m

LEONARD J. TORMEY,
STOCK AND BILL BROKER,
No. 22 SOUTH STREET.
STOCKS AND SECURITIES of this and other markets bought and sold on commission.
Prices and Sales of New York Stocks received daily by telegraph.
☞ COMMERCIAL PAPER AND LOANS negotiated. no 6-1m

TOPOGRAPHICAL MAP OF THE STATE OF VIRGINIA is now ready at No. 74 West Baltimore Street, near Gay. Price, sheet edition, $1; pocket form, for the use of Army Officers and Travellers, $2; on rollers, $2.50. Also, Lloyd's great Military Map of the Fifteen Southern States. Price, sheet edition, 50 cts.; pocket form, $1. The trade supplied at Publishers' prices.
E. F. HAZELTON,
no 6-3t* Sole Agent for State of Maryland.

BONNEY'S
GREAT CENTRAL
HOOP SKIRT DEPOT,
No. 143 BALTIMORE STREET.
(Under Carroll Hall.)
I WILL OPEN THIS DAY my NEW WINTER SKIRT—*something entirely new.* Also, a full line of Ladies' and Misses' Steel Skirts, from 4 to 100 springs; with a full assortment of Corsets and Fancy Goods of all kinds.
E. BONNEY.
no 5-1m

Geo. W. Webb,
GOLDSMITH AND JEWELLER,
S. E. Cor. Baltimore and Light Sts.,
IMPORTER AND DEALER IN
Fine Watches, Rich Jewelry, Silver and Plated Ware and Fine Fancy Articles.
Every attention paid to neatness and durability in the [illegible] of Jewelry. HAIR DRAIDING in all its varieties.
Fine Watches repaired by experienced workmen.
☞ Orders attended to with despatch. no 5-1m*

SOMETHING UNEXPECTED.
ELDON HALL, Nov. 4TH.—We have received by an extraordinary arrival a lot of
GENUINE CHERRY STONE OYSTERS,
to which we invite the attention of the patrons of this establishment.
P. REILLY,
no 2-4t* No. 78 West Fayette street.

EXTENSIVE SALE OF
Cloaks, Cloaking Materials, and
SHAWLS.
WE ARE NOW OFFERING at retail a large and attractive stock of
CLOTH, BEAVER, and VELVET
CLOAKS
AT EXTREMELY LOW PRICES.
The stock comprises all the latest novelties in Parisian and English designs, manufactured expressly for our retail trade.
Our past reputation shall be a future guarantee that we shall always endeavor to make this establishment the most attractive in this city in our line.
JOSEPH BICKERTON & CO.,
no 4-tf 183 Baltimore st., 2 doors from Light.

INDIA RUBBER GOODS HOUSE.
W. G. MAXWELL,
No 166 Baltimore Street,
Adjoining American Express Office
GENTS' AND LADIES' LONG BOOTS, SHOES and Sandals; CANES; Pipes and Pipe-Stems; Oilers; Coats; Caps and Leggins; Horse-Covers, &c. ARMY and NAVY EQUIPMENTS. Also, every style Silk, Gingham and Cotton UMBRELLAS.
no 2-1m

BALTIMORE COAL COMPANY'S COAL.
I HAVE NOW ON HAND, and will be constantly supplied with a full stock of the above celebrated COAL, which I offer to consumers at the very lowest market prices.
R. W. TYSON,
no 2-5m Sole Agent, 58 Second street.

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COMMISSION MERCHANTS
52 COMMERCE STREET,
oc 18-3m BALTIMORE.

ADVANCES ON CONSIGNMENTS TO
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ATTORNEY AT LAW,
No. 67 FAYETTE STREET.
oc 1-

TO THE PUBLIC.
J. W. HARPER & CO.
BILL POSTERS AND DISTRIBUTORS,
No. 11 North street, Baltimore.