FROM THE PLAINS.

The St. Louis Republican publishes the following letter, dated Westport, (Mo.,) February 23:

Mr. Kitchen, freighter, arrived here on 22d instant, having started from Tecalote, New Mexico, on the 20th of January.

He came down the Cimarone route, affording good dry grass for animals and willow twigs for fire. At the Upper Cimarone Spring he met about 150 Kiowas. They were friendly, and after a short interchange of good relations, passed on up the river to where the great body of the nation was encamped.

At the lower Cimarone Spring he met a large war force of Camanches. A long Indian talk ensued.—They expressed the best feelings for the white brother. Said they had heard there would be a heap of trade carried on by the white man across the plains next season. So far as their people were concerned, the trains would not be disturbed, neither would any demands ever be made again upon the white people. If the Great Father choose to send them on presents they would gratefully receive them, but would not think hard if they were neglected.

What seems to have softened down these Indians was, that they had heard much "big talk" about the white soldiers going to wipe out the Mormons.

Coming on the Arkansas river, and when within fifteen miles of Pawnee Fork, he suddenly met about 250 Arapahoe warriors, all armed with lance, gun and pistol. Never were Indians better equipped.—He was ordered to halt, which he did with despatch. Storm, the chief, with a few chosen, gathered around on the ground, lit the calumet, Kitchen in their midst, and then talked *a la* savage.—Storm related that he had just had a big fight with the Pawnees, on Pawnee Fork, the day before.—The contest was a bloody one. Ten Pawnees were killed, some taken prisoners, and almost every one who escaped was wounded. Ten bleeding scalps were displayed by Storm to prove his assertion.—Storm also displayed a letter written by Wm. Bent, a trader, in which he was endorsed as a popular and brave Indian in the Arapahoe tribe, worthy of the bounty of travelers.

Mr. Kitchen was thus politely compelled to release himself of a great part of his provisions. He was then permitted to pass on. That night he camped at Pawnee Fork. Some of the boys, in hunting wood to build the camp fire, found many dead horses lying about, dreadfully gashed, and also picked up two Pawnee Indian hands that had been lopped off in the fight. It was the battle-ground described by Storm.

Mr. Kitchen found in the Little Arkansas river, further on, ten dead Pawnee bodies. Some of them were submerged in the water and life-like, others on the verge were in a state of putrefaction. It is supposed they were killed by the Kaws.

The weather from New Mexico to Pawnee Fork was summer-like—from thence to this point cold, snowy, and extremely disagreeable, but lost no mules.

From the New Orleans Delta.

AFRICAN SLAVE TRADE OPENED AT THE SOUTH.

Some startling and insignificant facts have come to our knowledge. We have hesitated to disclose them, but after inquiry, examination and consultation, we are convinced that both duty and policy demand disclosure. The facts, we say, are startling: they are crucial. They will surprise and encourage many in our counting rooms and offices, and many on the plantations and in the towns, but most of all they will astound the Cabinets of Western Europe, and eminently assist to confirm between the genial French people and our own Norman or Huguenot South, an unwritten but hearty, magnanimous and unconquerable, league against the allied avarice and envy, cant and rapacity of England and the Northern States.

Although the foiled and furious enemies of our institutions may shake up, uncork and pour out on our battered brows the foaming vials of their wrath; although the President may be shocked and embarrassed; and although the great parties of the country may be bitterly disappointed and inbrangled, let it go forth that Southerners have taken into their own hand the law, and opened the African Slave Trade with the South; that Africans are now imported into Mississippi and other seashore States; that in Mississippi there is a market for African slaves, and that on plantations in that great and intrepid State, negroes recently imported from Africa are at their daily work. The authority on which we make this announcement is indisputable. We even have advices that in Mississippi Henry Hughes and some of his party now privately urge the Labor Immigration movement, not to open the supply of Africans, but to legitimate, moralize, regulate and equalize the supply already opened and impossible to be closed. We have some further details. Some negroes are disembarked on the Atlantic coast and brought overland to the Mississippi cotton fields, but the Mississippi seacoast's peculiar facilities for landing and secreting cargoes, and the conveniences of Pearl river as a channel for distribution, are not overlooked.

The profits of the Mississippi slave trade are enormous. We have been so fortunate as to procure from undoubted authority some interesting details. They relate to the operations of the Mississippi slave trade, and are authenticated by operators. It need not be said in the first place that the bark engaged in the traffic to the South must be a fast sailer, for this is indispensable to the security of the officers and crew, the health of the cargo, and the rapidity of the pecuniary returns. For a trip from the Mississippi coast to Africa and back, there must be a captain, supercargo, three mates, three cooks, steward, and between twenty and thirty first class seamen. The vessel must be well supplied with extra running and standing rigging, and also supernumerary spars, ropes, topmasts, and suits of sails. An assortment of the flags of all nations will be particularly desirable, but the most useful is now the French flag, because British cruisers will not verify the colors and take the same liberties as with the United States flag.

The fare of the ship's crew must be the very best, and their good will must be carefully conciliated, because, during the voyage mutiny is disastrous; and after the voyage, a treacherous or vindictive information is, to say the least, troublesome and expensive. To procure the good will of the men, much depends on the mates, over whom the captain ought to keep a strict watch. For the subsistence of the negroes there must be a plentiful supply of hard bread, corn meal, rice, and an abundance of vinegar, red pepper, pure water and drugs. In distributing diet, the greatest regularity is to be observed, and the very first symptoms of disease promptly treated. As to the capacity of the superior officer, it may be safely said that a slaver requires in it more courage, talent, honesty, fidelity, skill and discretion, than any other ship in any other trade. Indeed, the captain and supercargo must, between them, act as navigator and naval officer, merchant and physician, diplomatist and magistrate, not to mention the functions of chaplain.

As to the expenses and profits of the voyage, the latest advices were from the captain of a bark which sailed from one of the Georgia ports. He has quite recently returned, and reports that on account of the vigilance of cruisers, negroes had accumulated on the coast, and in a manner glutted the markets, and that in consequence of this the price had fallen to under thirty dollars per head. The payment, however, must be in gold or silver, as the head men will not, as formerly, barter for merchandise.

We may estimate a cargo to number seven hundred negroes, although many more than that are ofter carried; but whatever the number, none purchased should be over twenty-five years of age.—Seven hundred, at an average cost of thirty dollars a piece, will amount to $21,000, and their price in this country or Cuba will range from $450 to $1200. But if sold for $500, say, the cargo will net $350,000. Freely allowing then $150,000 for the entire expenses of the voyage and all possible loss, the profits of one round voyage will amount to $200,000. Where the profits are so exorbitant, we can well understand why the business has been begun in the South. We can well understand the impossibility of closing the trade now begun, and most of all, we now can understand that the great question is not whether there shall be for the South a supply of African labor, because that is now settled, and the great and absorbing question is whether, according to Hughes' method, the supply shall be so modified as to be legitimate, fair, regular and equal.

NEWS ITEMS.

THE CHOCTAW NATION.—A Choctaw newspaper, printed in very good English, brings us the resignation of Alfred Wade as Governor of the Choctaw nation. The reason assigned for this course, is continued ill health. The Hon. Tandy Walker, President of the Senate, succeeds to the office of Governor, for the expiration of the term of Governor Wade; such being a provision of the Choctaw constitution. He has held the chief executive office of the nation for twenty years, without interruption.

FATAL ACCIDENT.—On Saturday evening last a most singular and fatal accident occurred at the Eagle Factory Boarding House in this city. A little girl some twelve years old, by the name of Georgianna Rowel, the daughter of a poor widow, in a playful mood was running from a sister, when she tripped and fell, and having in her hand an old case knife, which had been worn to a point, it entered her neck, severing the jugular vein, causing her death almost instantaneously.—*Columbus (Ga.) Sun.*

DEFENCE OF NEGRO EMIGRATION.—The Paris "Pays" puts forth the following incident in defence of negro emigration: The King of Yariba, (a vast territory of Central Nigritia,) to whom Dahomay and several other kingdoms pay tribute, waged a great war in 1851, in the course of which he had made 5,000 prisoners; but he could turn them to no account, and, as he did not choose to be burdened with them, he put them all to the sword. The same prince, waging another war in 1857, took 4,000 prisoners; but having heard, with all Africa of the advantages to be derived from free emigration, he spared them, and now detains them at Katonga, his capital. The fact had been communicated by the last advices from the African coast. It proves that free emigration is not only a useful measure, but also a humane one.

SUICIDE.—On Saturday afternoon, in Washington, D. C., a gentleman named Crocker, formerly connected with the Pacific wagon-road surveying party, and lately from Utah, took a large dose of laudanum in a temporary aberration of mind, from the effects of which he died about 11 P. M., on the same evening.

FIRE IN WASHINGTON.—On Saturday night, at about a quarter of 12 o'clock, the one-story frame building near the National Observatory, known as Potomac Chapel, was set on fire and destroyed. It has been occupied as a public school, and has been also latterly used as a place of worship by the Episcopalians.

In the Virginia Legislature on the 6th inst., Mr. Layne offered a joint resolution providing that when an extra session is called within ten days after an adjournment, members shall not receive any mileage.

POPULAR PREJUDICE ABOUT AN AUTHOR.—A Yorkshireman, on a railway platform, had Baron Macauley pointed out to his notice; and, upon its being explained to him that the Baron was an author, who was formerly known as Mr. Macauley, he thus gives vent to his astonishment: "That's Meester Micowley, the owther, is it, now? We'll I awla's thought they look'd pale and seedy loike, and ow't at elbows ye non; but that chap's gout a hat, and he's so we'el dress'd too—Dang it, I shud ne'er a ta'en him for a Owther!" [Stares at him quite bewildered, until the train goes out of sight.]

Merchandize.

SPANISH PIG LEAD—30 tons for sale by J. CROSBY & SON, 15 Bowly's wharf. mh4-tf

SUMAC—200 bags 1st quality Sicily for sale by J. CROSBY & SON, 15 Bowly's wharf. mh4-ts

SHIPPING 12's JUST RECEIVED AND for sale by WARWICK, FRICK & BALL, mr4-tf 60 South street.

MACKEREL, HERRINGS, CODFISH, HAKE, &c., for sale at lowest market prices by RICHARDSON & CO., mr1-tf 67 Exchange Place.

GUNNY BAGS.—Constantly on hand and for sale at lowest market rates by RICHARDSON & CO., mr1-tf 67 Exchange Place.

MOLASSES.—200 hhds. Cuba Muscovado Molasses, of superior quality, landing and for sale by JAS. CORNER & SONS. mh5-2t*

200 BARRELS CHOICE NEW ORleans Molasses; 25 hhds. Muscovado do.; 400 bags Rio Coffee, low grade to prime; 500 boxes Adamantine Candles; 70 half chests Green and Black Teas; 130 bags sifted Pepper; 100 bbls. Pickled Hakefish; 20 drums Codfish; Refined Sugars and Syrups from Loverings' Philadelphia and Baltimore Refineries; 300 bbls. prime Old Rye Whiskey, various brands, for sale by GEORGE SLATER, fe24-1m 10 Commerce street.

ADAMANTINE CANDLES.—The attention of the City and Southern trade is respectfully called to our extensive assortment of CANDLES—4's, 5's, 6's and 12's, in 20, 30, 33, 34 and 40lb. boxes and cartoons, also, to the justly celebrated Manhattanville Candles, in 15 and 30lb. boxes and cartoons, 4's, 5's, 6's and 12's. GRANT & BROTHER, fe22-tf 61 Exchange Place.

AVALON NAILS, Constantly for Sale by STICKNEY & CO., fe22-tf Agents for the Avalon Nail Works, Exchange Place.

RICE CONSTANTLY FOR SALE BY JOHN F. PICKRELL & CO. fe23-tf. 40 West Lombard Street.

300 HHDS. BULK MEAT & BACON, FOR SALE BY fe23-6t JOSEPH CARSON & CO.

RUSSIA GOODS. HEMP, HEMP YARNS, BOLT ROPE, BALE ROPE, FEATHERS, CRASH, BRISTLES, SHEET IRON. For sale by HORACE E. BROWNE, feb22-3t 58 Exchange Place.

MEDITERRANEAN GOODS. FIGS, PRUNES, RAISINS, ORANGES, LEMONS, SARDINES, MUSTARD, CALABRIA LIQUORICE, LIQUORICE ROOT, SICILY and MESSINA WINES, For sale by HORACE E. BROWNE, fe22-3t 58 Exchange Place.

EAST INDIA GOODS. MANILLA HEMP, SUGAR and CIGARS, JUTE, GUNNY BAGS AND CLOTH, CASTOR OIL, FIRE CRACKERS, FANS, CAMELS' HAIR SHAWLS and SCARFS. For sale by HORACE E. BROWNE, fe22-3t 58 Exchange Place.

WOOD'S OHIO PEARL STARCH. Having been appointed Agents, we will keep constantly on hand a full supply of this celebrated STARCH. We respectfully call the attention of the trade and shippers to this Starch, it being warranted to keep in any climate and to give complete satisfaction. GRANT & BROTHER, fe22-tf 61 Exchange Place.

SAFES! SAFES!! SAFES!!!—An excellent assortment of PATENT SALAMANDER SAFES, from the justly celebrated manufactory of Evans & Watson, constantly on hand, for sale at the Scale and Safe Warehouse, Lewis' Building, No. 41 S. CHARLES STREET. J. A. WESTON & CO., fe22-tf Agent for the Manufacturers.

LUMBER, CEMENT, &c. 400,000 feet LUMBER, W. P. Joists—Hemlock &c. 1,000 Barrels ROSENDALE CEMENT. 400 " CALCINED PLASTER. For sale by CARR, GIESE & CO., fe22-3t 21 Spears Wharf.

FIRE CRACKERS.—800 Boxes for sale by J. CROSBY & SON, 15 Bowley's wharf. m3tf

TURKS ISLAND SALT.—500 bushels for sale from store by HALL & LONEY, fe22-tf. 56 BUCHANAN'S WHARF.

BROWN STOUT.—60 Casks Barclay & Co. London Porter, for sale by HALL & LONEY, fe22-tf. 56 BUCHANAN'S WHARF.

MOLASSES.—50 Puncheons English Island, in store and for sale by HALL & LONEY, 56 Buchanan's wharf. fe22-tf.

HERRING AND ALEWIVES—200 bbls. in store and for sale by HALL & LONEY, 56 Buchanan's wharf. fe22-tf.

BRANDYWINE KILN DRIED CORN Meal, in barrels and hogsheads, for sale by JOHN S. WILLIAMS & BRO. fe22-1y. 52 Commerce street.

100 FRAILS NEW CROP DATES, 5,000 Drums and Boxes New Crop FIGS, 500 Boxes M. R. RAISINS, 75 Cases SARDINES, Whole, half and quarter boxes. 1,000 boxes ORANGES and LEMONS. For sale by WILLIAM G. PRICE, fe22-3t. 107 Lombard street.

SALT.—20,000 Bushels Trapani Salt in store and for sale by F. L. BRAUNS, & CO.,† fe22-tf No. 11 Cheapside, cor. Lombard st.

PUMICE STONE.—90 casks Pumice Stone for sale by F. L. BRAUNS & CO.† fe22-tf No. 11 Cheapside, cor. of Lombard st.

OLD RYE WHISKEY AND CLOVER SEED.—300 Barrels Old Rye Whiskey, Funk's, Horine's, Unger's and various other brands, also, 50 bushels Cloverseed, for sale by J. WHITEFORD, fe22 6t. Spear's Wharf.

HARDWARE.—Manufacturers' Agents for the sale of all kinds of AMERICAN and FOREIGN HARDWARE. HISS & COLE, fe22-tf. 27 & 29 South Charles street.

NEW ORLEANS SUGAR AND MOLASSES.—300 Hhhds. N. O. Sugar, part prime. 200 Bbls., N. O. Molasses, bright and heavy. For sale by GEO. L. HARRISON, fe22-tf. 6 O'Donnell's Wharf.

RICE.—150 casks landing from Savannah steamer, for sale by JOHN WILLIAMS & SON, fe22 2t 99 Smith's wharf.

2,000 BAGS Good to Prime RIO COFFEE, ex "Wheatland," for sale by LAMBERT GITTINGS, fe22 6t. 58 Buchanan's Wharf.

Shipping.

VESSELS WANTED FOR HAVANA. The undersigned are constantly in want of vessels to load to and from Havana and Mantanzas. MORRELL & RANDALL, fe25-1m 58 Exchange Place.

FOR LIVERPOOL.—The A 1. ship FALMOUTH, P. A. Berry, master, will have quick dispatch for above port. For balance of freight apply to F. L. BRAUNS & CO., fe22-tf No. 11 Cheapside, cor. of Lombard st

BOOK AND JOB PRINTNG BY THE MOST EXTENSIVE STEAM-PROPELLED MACHINERY IN BALTIMORE, *N. W. Corner of Baltimore and Gay Streets.* SHERWOOD & CO'S BOOK AND JOB STEAM PRINTING ESTABLISHMENT. We are prepared, as usual, to execute to order every variety of Printing, comprising CARDS, CIRCULARS, CATALOGUES, BILL HEADS, BILLS LADING, BANK CHECKS, And all Commercial AND LEGAL BLANKS, HANDBILLS, LABELS For Druggists and others; SHOWBILLS, PROGRAMMES, TICKETS, ETC., For Exhibitions, Concerts, Balls, and other purposes. SPECIMENS SHOWN. Having "annexed" an additional room, and made large accessions to the facilities of our establishment, we are enabled to compete, as respects accuracy and neatness, low prices and punctuality, with the most extensive Printing Concerns in the country. Being amply provided with Machinery, Presses, Type, Ornaments, &c., including the latest improvements in materials and apparatus appertaining to the Printing Business, our patrons may confidently rely upon having their work done to their satistaction. A continuance of public patronage respectfully solicited. Orders for every description of ornate printing in Bronze, Gold or various Colors, executed in neat style. feb22 tf

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MANUFACTURED TOBACCO, Fancy Pound Lumps, Twist, Pancake, Balls, Figs, &c. Poindexter's Twist, ½ boxes. Ferguson's Cuba Twist, cad. Crumpton's R & R ½ " Delight of the Harem, picture Carroll's Fig, ½ " Ferguson's cor. stone, ½ bxs. Murphy's Fig, ½ " M. G. Anderson's G. Ferguson's P'ncake, ½ " Bars, ½ " Ragsdate's Twist, ½ " Nutmeg Twist, ½ " S. S. Lucke, ½ " Jas. Miller's Pancake, ½ " Ragsdale's Dew Drop, ½ " Thomas' Hon. Bean, ½ " Witcher's Fan. & Soz. R&R ½ Stewart & Walker's 6s, ½ bxs Berger's Original Jenny J. Thomas, Jr., "Gholson." Lind Twist. POUNDS. S. E. White, J. M. Cobb, J. A. Clay, J. M. Arnold, Burton's Cross, H. Lewis, Star of Franklin, M. T. Anderson, T. H. Allen, Lee & Bro., Abdel Kader, Lone Star, Tyreana, L. A. Williams, J. L. Clayton's Cross, Geo. G. Curle, Prentis, R. Walton, Edmund Hale, J. C. Ferguson, John Smith, Leftwitch's Cross, Bluff City, Natural Bridge, Nutmeg, Harry of the West, P. Parley, Uncle Sam, Jew Twang, Fannie Waller, I. Ross, W. B. Ryland, R. R. Harper, American Clipper, Natural Leaf, W. C. Morton, J. A. Graves, T. Taylor, People's Favorite, Murrell & Burks, R. D. Burks, May Cherry, Red Fox, Jno. Pate, Piedmont, Jno. S. Clair, H. Walker, Jno. Turner Lilly Lee, J. P. Hamlet, D. P. Witchus, AAAA, John Logan, A. E. Saunders, J. C. Breckinridge, FIVES. Jack Robinson. EIGHTS, &c. Carter Jackson, Consoler of Man, Jno. Amos, O. H. Roland, TENS, J. C. Luce, Stewart & Walker. HALF POUNDS. Consoler of Man, Carter Jackson, ½ boxes. SMOKING TOBACCO IN BALES, BOXES AND BBLS Kentucky Leaf; Virginia Leaf and Stems. Powhatan Pipes; Calabria Stick Liquorice. In store and for sale by WARWICK, FRICK & BALL, fe22-tf. No. 69 South street.

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Metals, Hardware, &c.

YELLOW METAL.—BOSTON REVERE COPPER COMPANY'S Sheathing Metal, Bolts, Spikes and Nails. Constantly for sale by STICKNEY & CO., fe25-1w Exchange Place.

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HISS & COLE, COMMISSION MERCHANTS AMERICAN AND FOREIGN HARDWARE, Nos. 27 and 29 SOUTH CHARLES STREET, fe22-tf. Baltimore.

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E. L. PARKER & CO., IMPORTERS AND DEALERS IN METALS. *SOUTH CHARLES STREET,* between PRATT and CAMDEN STREETS. OFFER FOR SALE: TIN PLATE, of every description. TERNE PLATE for roofing. ENGLISH SHEET IRON, Nos. 10 to 27. AMERICAN " " " 14 to 27. GALVANIZED " " " 18 to 28. RUSSIA " " " 9 to 16. IRON WIRE, TINNED WIRE, " 0 to 35. SHEET ZINC, SPELTER. PIG and BAR LEAD. BANCA TIN, in Pigs and Bars. LEAD PIPE and SHEET LEAD. HOOP IRON, ⅛ in. to 2¼ in. TINMEN'S TOOLS and MACHINES. BRASS KETTLES, COPPER BOTTOMS, RIVETS, KETTLE EARS, &c., &c. fe22-tf.

SHOVELS, SPADES, PIG IRON, GAS TUBING &c., 2,000 dozen Baltimore made, long and short handle assorted Shovels, Spades and Scoops. 700 tons Foundry and Wheel Pig-Iron, Nos. 1 and 2, 110 do Scotch No. 1 Pig-Iron, and Gartsherrie and other stamps. 60 do English and Russia Sheet Iron Nos. 12 to 27, also B. G. Wilder's Patent Fire Proof Iron Safes, with Burglar Proof Locks, Lead, Zinck, and Copper. 150,000 feet Iron, and Galvanized Gas and Water Pipe, &c. &c., for sale at lowest market prices by THOMPSON & OUDESLUYS, e22-3t No. 57 South Gay Street, near Pratt.

KEYSER, TROXELL & CO. IRON WAREHOUSE. No. 19 SOUTH CALVERT ST. IMPORTERS of all descriptions of IRON and STEEL. Have constantly on hand a complete assortment of AMERICAN AND ENGLISH IRON. Manufacturers of RAIL ROAD SPIKES AND CHAIRS. Agents of the VIADUCT AND LAUREL BOILER IRON WORKS, ELK SHEET IRON MILL, BRISTOL FORGE. Also, agents for the best Pennsylvania and Maryland ANTHRACITE AND CHARCOAL PIG IRON FURNACES. feb22-tf.

PIG IRON, CHARCOAL, AND ANTHRACITE, FORGE AND FOUNDRY PIG IRON from the following furnaces: Laurel, Cecilia, So. Balso, Catoctin, Cornwall, Henry Clay, Keystone, Liberty, (Cold Blast Charcoal,) Cleveland and Glingarnock for sale by STICKNEY & CO., fe22-tf. Exchange Place.

WESTERN CHINA HALL IS NOW open with a large assortment of CHINA WARE, comprising China Vases, Cups and Saucers, Card Baskets, Cologne Bottles, Dinner and Tea Sets, Pitchers and Basins, Spittoons, Wine Glasses, &c., &c., Tumblers, etc. To which I beg leave to call the attention of my friends and the public generally. MARTHA TRIEBERT, f22-6t 543 WEST BALTIMORE STREET.

WELLS, FARGO & CO. NEW YORK & CALIFORNIA EXPRESS *AND EXCHANGE COMPANY.* A Joint Stock Company—Capital.....$600,000 OFFICE—82 BROADWAY, NEW YORK. Boston office— 39 & 40 Court Square. | San Fran. office— cor Montgomery & California sts. | Phil. office— 400 Chesnut st. Agents for P. C. Bambalier & Co., Island of Cuba Express. EXPRESS to California, Sandwich Islands, Oregon and South America. 5th and 20th of EACH MONTH—Express to Havana by all regular steamers. Goods must be accompanied by invoices. EXCHANGES on California, Oregon, Sandwich Islands and Havana, in sums to suit. Agents in Baltimore— PENDERGAST & BRO, 77 Smith's Wharf.

NOTICE TO CALIFORNIA BOND-HOLDERS. WELLS FARGO & CO, are now prepared to receive the old Bonds of the State of California, transport the same to Sacramento City, and procure new ones, in accordance with the Act of 28th April, 1857, and return same to this city. fe26-6m. Office—82 Broadway, New York.

Rail Roads.

FOR ALL PARTS OF THE WEST. *BALTIMORE AND OHIO RAILROAD,* FOR THROUGH PASSENGERS.

First:—The MAIL TRAIN starts (Sundays excepted, at 8.30, A. M., and arrives at Wheeling at 4.15 A. M., connecting at Benwood with Central Ohio trains for Columbus, Cincinnati, Indianapolis, Louisville, Chicago, St. Louis, &c., and at same place with trains for Cleveland, Toledo, Detroit, &c., by Cleveland Road, and also at Parkersburg with Marietta Road.

Second:—The ST. LOUIS and CINCINNATI EXPRESS TRAIN leaves daily at 5.15, P. M., connecting at Benwood at 10¼, A. M., with express trains from Bellaire to Cincinnati (*without change of cars at Columbus,*) and reaching there in 29 hours from Baltimore. It also connects directly, in both directions, at Grafton with cars by Parkersburg and Marietta roads for Chillicothe, Cincinnati, etc. These trains connect at Xenia for Indianapolis, Chicago and St. Louis, and at Cincinnati with the Ohio and Mississippi Express for Louisville, Cairo and St. Louis—through to St. ouis in less than 48 hours from Baltimore. From the Wes, these connections are equally close and satisfactory, arriving at Baltimore at 10.30, A. M.

☞Baggage checked through to all points.

THROUGH TICKETS sold at lowest rates, at Camden Station, and at Washington, D. C.

Passengers from Baltimore or Washington may view the entire road by daylight, by taking morning train, and lying over at Cumberland, and resuming next morning by Wheeling Accommodation Train, leaving Cumberland at 8 o'clock.

FOR WAY PASSENGERS.

The Mail Train at 8¼, A. M., will stop at all Stations east of Cumberland, and the Accommodation at all Stations beyond Cumberland going west. Eastwardly, the Accommodation Train leaves Wheeling at 8.30, A. M., and the Mail leaves Cumberland at 9, reaching Baltimore at 5.35 P. M.

On the NORTHWESTERN VIRGINIA BRANCH, between Grafton and Parkersburg, way passengers will take the Express westwardly and the Mail eastwardly.

The FREDERICK Train starts at 4, P. M., stopping at way stations. Leaves Frederick at 9.15, A. M., arrives at Baltimore at 12.35, noon.

The ELLICOTTS MILLS Train leaves at 5.45, A. M., and at 3.15, P. M. Leaves Ellicotts Mills at 8, A. M., and 6, P. M., except Sunday.

FOR WASHINGTON AND THE SOUTH.

Leave Baltimore for Washington at 4.15 and 8 and 10 A. M., 3 and 5.20, P. M.. On Sundays at 4.15, A. M. only.

Leave Washington for Baltimore at 6 and 8, A. M., and 3, and 4.20, P. M. On Sundays at 4.20, P. M., only.

The first and fifth trains from Baltimore, and the fourth train from Washington, will be Express Mail Trains, stopping only at Washington Junction and Annapolis Junction.

The 8 and 5.20 trains from Baltimore, and the 8 and 5.20 trains from Washington, connect with the trains at Annapolis.

For tickets, information, fare, &c, apply to J. T. ENGLAND, Agent, at the Ticket Office, Camden Station.

WM. PRESCOTT SMITH, fe22-tf. Master of Transportation, Baltimore.

TO WESTERN TRAVELERS, FALL AND WINTER ARRANGEMENTS, NORTHERN CENTRAL RAILWAY, On and after January 28th, 1858, TWO DAILY TRAINS will leave Calvert station for PITTSBURG, CHICAGO, CLEVELAND, CINCINNATI, ST. LOUIS, and all cities and towns in the West and North and Southwest.

THE MORNING MAIL TRAIN Leaves Baltimore daily (Sunday excepted) at 8.15, A. M. for Pittsburg, and all Western Towns and Cities.

THE ACCOMMODATION TRAIN Leaves Baltimore daily (Sunday excepted) at 3, P. M. for Parkton.

THE NIGHT EXPRESS TRAIN Leaves Baltimore every night at 10, P. M., connecting with the Lightning Express ower the Pennsylvania Railroad for Pittsburg, arriving at 1, P. M.

The 8.15 A. M. and 10, P. M. trains connect closely at Pittsburg with trains over the Pittsburg, Fort Wayne and Chicago Railroad and its Northern, Southern and Western connections.

Passengers for Chicago, Rock Island, Burlington, Iowa City, Milwaukie, Dubuque, St. Paul, Madison, and other leading Cities in the Northwest, will save one hundred miles of travel and ten hours in time, with four less changes of cars, by taking this route.

Passengers for Cleveland, Sandusky, Toledo and Detroit go by this route, and the time is unequalled, being 43 miles shorter than any other route.

Passengers for St. Louis, Indianapolis, Terre Haute, Cairo, and all points on the Lower and Upper Mississippi, make less changes of cars and arrive in advance of any other route; and to Cincinnati, Columbus, Dayton, Louisville and other prominent cities, as quick as by any other route.

All Western Baggage checked through, and handled with care.

Passengers for WILLIAMSPORT, NIAGARA FALLS, ELMIRA, BUFFALO, And cities and Towns in WESTERN NEW YORK and CANADA, Will find this the shortest, cheapest and most expeditious route, and leave by train at 8.15, A. M.

Passengers for Hanover, Gettysburg, Emmetsburg, Wrightsville, Columbia and Lancaster, leave in the morning train at 8.15, A. M.

Passengers leaving Washington at 6, A. M., connect with the 8.15, A. M. train, and those by the trains at 3, 4.20 and 5.20 with the 10, P. M. Train for all parts of the West.

For further correct and reliable information please apply at the Ticket Office of the Northern Central Railway, Calvert Station, corner of Calvert and Franklin streets, Baltimore. C. C. ADREON, Sup't.

J. H. WARNER, Ticket Agent. fe22-tf.

Steamboats.

BALTIMORE AND PHILADELPHIA STEAMBOAT COMPANY. VIA CANAL. For the transportation of Merchandize, Produce, Packages, Horses, Carriages, Furniture and Goods of all sorts, BETWEEN PHILADELPHIA AND BALTIMORE.

FOR PHILADELPHIA, One of the Company's Steamboats leaves NO. 3 LIGHT STREET WHARF, daily, at 4 o'clock, arriving in Philadelphia at 5 o'clock the next morning, in ample time for the New York Trains.

FROM PHILADELPHIA, Leaves DAILY, at