From the Boston Daily Advertiser July 15.

Mississippi and Atlantic Railroads.

We have repeatedly adverted to the various projected routes of Railroad and Steam communication between the Atlantic coast and the Mississippi valley, some of them extending to the Mississippi river itself. One of these is by way of the Western and New York Railroads, Lake Erie, the central Michigan Railroad, leading from Detroit to St. Joseph or Chicago, and a Railroad thence to Galena or some other point on the Mississippi. Another consists in part of a divergence from the above line, at Buffalo, by a Railroad extending along the south shore of Lake Erie to Toledo, and thence through the northern parts of Ohio and Indiana to Chicago. A third route proposed consists of a further divergence from the last mentioned line at some point on the south shore of Lake Erie, and extending through the State of Ohio, and thence through Indiana from Richmond to Terre Haute, and thence through Illinois to St. Louis.

For the purpose of bringing this latter project before the public, and before the legislatures of the several States interested, a convention was held at Indianapolis in May last, of which the Hon. William Bebb, Governor of the State of Ohio, was President. There were eighty-eight members present, from the several States, and their proceedings indicated an earnest determination to carry the project into execution. Among the members present as a delegate from the State of Illinois, and one of the Vice Presidents, was Mr. W. S. Wait, formerly of this city. In Hunt's Magazine for the present month, we find the following report of the address of Mr. Wait before this convention, in which the objects of the enterprise are developed, to which we invite the attention of the reader. Further movements will probably be made in the legislatures of Illinois and Indiana, for the promotion of this object, of which we shall not fail to take due notice, with a view to inviting the co-operation of such of our readers as may be disposed to aid in the project.

These western lines of Railroad, although they will admit of being extended to New York and the Eastern States, by way of Lake Erie and Buffalo, will also be connected with other Atlantic routes, particularly the Baltimore and Ohio Railroad, which now bids fair to be shortly extended to Wheeling, and with the Great Pennsylvania Railroad, which will lead from Philadelphia to Pittsburgh. In proportion as the several routes leading from the Atlantic to the confines of the Mississippi valley, shall be advanced towards the state of perfection which they are destined to reach at no remote period, the extension of these lines to the Mississippi will become more important, and will command the increasing attention of the public.

AN ADDRESS.

Delivered before the Railroad Convention held at Indianapolis on the 12th of May, 1847, by W. S. Wait, delegate from the State of Illinois. Reported for the Merchants' Magazine.

The commerce of the West has received but little aid from the general government, although the navigation of our lakes and rivers is not less important to the nation than the commerce of the ocean; and the population immediately interested in its success is no less numerous, and pays as large an amount into the national treasury, as the Atlantic region.

In the meantime, let us neglect no duty which devolves upon us as citizens, or as independent States, in the endeavor to accomplish that ready intercommunication which is the life of agriculture, of manufacture, and of commerce—which increases knowledge, and promotes the useful arts,—which overcomes prejudice, reconciles conflicting views, and teaches us that the true art of promoting our own individual interest, consists in a liberal disposition to unite in all just endeavors for advancing the general prosperity.

Railroads, under the operation of the locomotive power, are now universally considered one of the most important facilities of commerce and of social intercourse.—They have become common in Europe and America. Republics, monarchies, mixed governments, and despotisms, all acknowledge their utility, and hasten to avail themselves of the benefits which they are calculated to bestow. Not only the rugged hills of New England, and the iron mountains of Pennsylvania, echo to the shrill whistle of the locomotive, but they have made their progress to the extreme South, and are already pressing from all sides into the valley of the Mississippi.

A continuous line of railroad, from the Eastern Atlantic border to the St. Louis, upon the Mississippi, is not a project of very recent date. It has been a subject of private discussion for many years; and this most desirable enterprise might long since have been accomplished, to the benefit of the whole country, had not the commendable spirit for such improvements run wild in the pursuit of schemes for sectional and local advantage.

A charter was applied for during the late session of the legislature of Illinois, to construct a railroad from St. Louis to Terre Haute. The bill passed the House of Representatives, in that State, but failed in the Senate by one vote. Had this opposition been seasonably foreseen by the friends of the measure, and the strength of the legislature fairly tested upon this question, such an unprecedented result need scarcely have been apprehended. The assurances since received, however, from a quarter to be relied upon, and a more just apprehension which now prevails relative to the true character of the enterprise, has given confidence to those farmers of the State of Illinois, who have a right to demand this grant for a road to market, as well as the public at large, that no serious opposition will hereafter be made to this most useful and necessary measure. The convention to remodel the constitution of the State of Illinois, come together in June—Should the new constitution be accepted by the people, a session under its provisions may confidently be looked for at as early a period as January next. At this time, the grant of the desired charter will surely be accomplished, should no unexpected and adverse change take place in public opinion.

The action of the legislature of Indiana by the bill incorporating a company to construct a railroad from Terre Haute to Richmond, and the right of way given by the State of Ohio for its continuation through that State, seem now to place this great enterprise, of a continuous railroad between the Atlantic cities and the emporium of the West, forty within our reach, and to afford a rational prospect of its early consummation.

To promote unity of design, and to be prepared for ultimate and efficient action, it is desirable that some attempt at organization among the friends should take place, and that every preliminary measure which may be safely and profitably taken, should be embraced without unnecessary delay. There are always obstacles to be encountered in setting useful enterprises on foot; perhaps, in the present instance, not greater than might have been anticipated; but if we are actuated by the genuine spirit of American enterprise, such obstacles will be readily overcome, and so far from diminishing our zeal, may prove a stimulus that shall give a fresh impulse to our exertions.

This magnificent enterprise, when accomplished, will surpass, in extent and importance, any public work upon this continent, or, perhaps, in the world. The great railroad of the Emperor of Russia, to connect Moscow with St. Petersburgh, sinks into comparative insignificance when compared with this; and, as a sure and profitable investment for capital, none can be devised that will surpass it. It should, however, be fully impressed upon every mind, that an enterprise of this kind, to be successful, should be thoroughly and judiciously undertaken.

A railroad terminating at the present emporium of commerce, upon the Upper Mississippi, should be constructed of sufficient capacity to accommodate all the business which might seek that direction from divergent lines of railway, extending from commercial points on its right and left, from the shores of Lake Erie to the Ohio river.

To enable such an enterprise to compete successfully with any other of the same description, it should be thoroughly adapted to the wants and to the magnitude of the service expected from it: and it should equal, or, if possible, surpass, in safety, economy of conveyance, capacity, and speed, any railroad now in existence.

The States of Ohio, Indiana, Illinois, and Missouri, contain a population of more than 4,800,000 at this time. When as densely populated as Massachusetts—and the unexampled agricultural capacity of this region assures us that they must be—these four States will equal in number the whole population of Great Britain. We speak now of only four contiguous States; but the entire valley of the Mississippi, already containing 10,000,000 of souls, and the whole shore of the Atlantic, are immediately interested in a grand central line of communication between these great commercial, manufacturing, and agricultural regions.

The valley of the Mississippi, the most fertile country in the world, with its 20,000 miles of navigable river coast, and ocean lakes, now launches upon its waters a commerce of more than $300,000,000, in value. The great medium of commercial intercourse for this region, is found in its navigable waters; but to remedy the inconvenience of drought and of frost, and to furnish a rapid travelling facility, besides affording the ready means of transportation to such points as are remote from rivers and canals, the use of railroads is indispensable. We are now capable of sustaining them, and it is only necessary that we should be judicious in our first selection of routes, and when the enterprise is begun, endeavor to accomplish a work that shall be fully adequate to the public wants.

Between Boston and New York, there are already four routes by railroad, and a fifth is applied for. The travelling from those points has increased since railroads were constructed, until it is nine times greater than the original projectors had anticipated. We can scarcely conceive of a limit to the increase of travelling upon a well-constructed railroad, which shall open a direct communication between our Atlantic coast and the valley of the Mississippi. In a few years it will be discovered that not one nor two great lines of railroad will be enough. They will be required, and they will be accomplished by tens and twenties; and parallel, divergent, and right angled lines, will strike every commercial town and agricultural neighborhood of the West. There is a field too vast, too magnificent, to permit the consideration of local or sectional views. There is room for the enterprise of all.

Agricultural commodities are of great weight and bulk, and at the same time compose the pabulum which sustains all commerce. Compare the capacity of this region with any other in the known world, for the productions of the farm; compare its facilities with that of any other, for the construction of railroads.

The average cost of British rail roads has been $157,000 a mile, and the investments yield 10 per cent. One would scarcely cost one tenth of this amount. The Massachusetts railroads cost $40,000 a mile. The Lowell railroad, one of the best constructed and most profitable, cost $73,000 a mile. They are all said to yield 8 per cent at this time, and are improving. The Reading railroad, in Pennsylvania, nearly 100 miles long, cost $121,000 a mile. It is a profitable investment, and yet takes ordinary freight at less than one cent a mile a ton, and passengers at half a cent a mile.

A continuous railroad of suitable capacity, from St. Louis to the Ohio river, would not equal one-half the cost per mile of the Massachusetts railroads, nor one-fifth the cost of the most profitable railroad in Pennsylvania. The New York and Erie railroad, of which only 57 miles were completed in 1845, yielded freight exceeding the amount of $161,000, in that year; thus surpassing, in proportion to the distance run, the business of the Great Western railroad, between Boston and Buffalo, the value of which is well understood. This fact may be considered as demonstrating the immediate availability of any complete section in our proposed line.

The main line of railroad to Buffalo, 326 miles in length, is owned by seven distinct corporations. It is described to be a fair investment, notwithstanding its restriction as to freight. There would be a manifest advantage in the projected line, to unite the whole under one direction.

The New York and Erie railroad, now in progress, has a six foot width of track; the Great Western railroad of England, running between London and Bristol, is gauged to seven feet, whilst the ordinary track on American railroads, is but four feet eight inches. There might be a decided advantage found in selecting a wider gauge. It would insure capacity and speed. And upon a trunk so important, which the lapse of a few years could scarcely fail to crowd to its utmost capacity, there would seem to be an evident propriety in embracing at once a completeness of execution, that might adapt it to all the service required. Considerations of this nature, cannot be weighed at too early a date. Less difficulty would be met with, and less partiality exhibited now, in relation to many important preliminary arrangements, than we could hope to escape when crowded upon the eve of action.

It may be asked, what assurance have we, after the charters are completed, that capital to accomplish this great work could be had? A good promise of support has been offered; but the character of such an investment affords in itself the only safe assurance of success.

The whole length from St. Louis to Pittsburgh or Wheeling, 600 miles, might be completed, upon the best construction, for the gross sum of $12,000,000, or not to exceed $20,000 a mile.* Compare this work, in all its magnitude and promise, with the Reading railroad of Pennsylvania, 94 miles in length, which cost $11,500,000.

Independently of its paramount importance in connecting the Atlantic region with the heart of the great valley of the Mississippi, the trade of the West within itself would constitute it a safe and profitable investment. It would immediately intersect the rivers, canals and railroads of Ohio and Indiana, and embrace an intimate connection with the trade of an extensive populous and fertile region. But the commercial and miscellaneous intercourse with the Atlantic States, would place it at once far beyond all competition from any existing railroad. If constructed as it should be, and rendered inferior to none in speed and capacity, the journey from the Atlantic to the Mississippi could be safely accomplished in thirty-six hours; or in two days by day light trains.

That this contemplated enterprise would prove a monopoly, we cannot be so short-sighted as to hope or desire. A route from Buffalo, along the shore of the lakes, to the Mississippi, is already contemplated; another line may soon be expected between us and the lakes; and another still, between us and the Ohio river. Yet there is room for all, nor need any enterprising citizen of the West, however located, entertain any fear but he will soon participate in the benefits arising from the general adoption of this new element of commercial intercourse.

Whilst it is evidently for the interest of the projectors, is it not for the interest of the whole West, that the first endeavor to connect the two great sections of the nation, should be made upon a central and commanding line? That this is one of the best routes for the enterprise, may readily be discovered by its position on the map of United States. It was selected by able and impartial men as the route of the great Cumberland Road; that noble enterprise of the nation, which has been the victim of unexplained neglect. The selection has directed public attention to this point, and the importance and propriety of the choice is abundantly confirmed. To us this appears to be the most important route, and decidedly the most attractive to capitalists; but convince us that another is preferable, and our whole influence shall be cast at once in its favor. Such, let us hope, may be the feeling which pervades this convention, and the public at large—a disposition to unite their best efforts upon the strongest and most practicable route. This once successfully accomplished, and every ear of corn, and every acre of land in the West, however remotely situated, is immediately enhanced in value; and the unbounded capacity of our fertile States will at once extend the facility to every neighborhood. Begin upon what point it may, the first judicious and successful effort will be equivalent to opening new channels for the Mississippi—channels that will be safe from all peril, and which no vicissitude of season can obstruct. Many of us believe that an enterprise of this magnitude and importance, should be the work of the government, and accomplished for the benefit of the whole people. Unfortunately, however, the dispositions of public servants to misuse their trust, and the sinister influences that are invariably brought into action whenever a disbursement of the public money is to be made, compel us to forego altogether, or abandon to private efforts, a large class of useful enterprises, which the welfare of the public require. This great practical defect in our national and State policy, may hereafter be corrected by wiser constitutional provisions, or a better administration under such as we possess. Corporate power is, however, adequate to our immediate purpose; and liberal charters may be given, that will be safe and advantageous to the stockholder, whilst equally safe and useful to the people. Nor can the stockholder, at whose sole cost and risk the work is done, reap any benefit from his outlay, but in proportion to his successful efforts to accommodate the public.

Notwithstanding some drawbacks to our progress, which appear to have originated altogether in misconception, there is no similar work of any magnitude in our country, which has been projected under more favorable auspices, or with a better prospect of an early and successful consummation.

It is a work intended for the especial benefit of no one locality, whether city, village, county, or even State; the whole West, and the whole nation, may claim it as their enterprise, and their property. It should be prosecuted in the liberal spirit which its character and importance demand, and when successfully accomplished, it must be acknowledged as the most magnificent enterprise of the age; connecting, by a direct and uninterrupted line, and by a transit the most rapid, economical and safe, that has been devised by man, the commercial wealth and enterprise of our great Atlantic marts with the most fertile and extensive agricultural region of the world.

* Through the State of Illinois, $12,000 a mile would cover the estimated cost.

BACKED OUT HANDSOMELY.—The Express, the whig State paper published at Madison, Wisconsin Territory, was one of the first, we believe, to display the name of Gen. Taylor, as the whig candidate for the Presidency. Upon the appearance of the General's late letter, however, the Express lowers the Taylor flag, to the salute of a very sensible article, in which it says, "it is true, in electing a President, the man should be much considered, but the great national principles he advocates, should be considered more!"

The Boston Whig says, flatly: "Gen. Taylor can't carry Massachusetts." This is honest, at all events; much more so than the course of those whig presses who, having no love for the old soldier, are humbugging with him—using him—merely to drive his "friend," Mr. Clay, off the track, to make way for John McLean or some other man as acceptable to northern whiggery.

FRANKLIN.—Franklin was an observing and sensible man, and his conclusions seldom incorrect. He said, "A newspaper and Bible in every house, a good school in every district—all studied and appreciated as they merit—are the principal support of virtue, morality and civil liberty."

The Marietta Intelligencer, and the Massillon Gazette, have, in recent articles, declared their preference for the Hon. Thomas Corwin for President.

A man being up for knocking down and stamping upon a man named Matthew, his lawyer said they could not blame a man for wiping his feet on a *Mat*.

From the N. Y. Evening Post.

What have we gained by the War?

This is a question which the opposition prints are asking, as if now was the time to answer it. Let posterity say what we have gained by the war. Let another generation show what has been the result of a shock between an all-powerful nation, possessing all the improvements of modern warfare, animated with an active, resolute, and invincible spirit, and carrying, wherever her arms penetrate, the intelligence and refinement possessed by the age, together with the fullest development of the principles of political liberty, and a nation nerveless, passive, and torpid to the injustice and rapine even of her own rulers, secluded voluntarily from almost all commercial intercourse with her fellow men, deluded by false conceptions of her military prowess, destitute of that common education and political intelligence and equality that can advance and improve her people.

Flags and cannons and prisoners are the trophies of success in battle; they cannot furnish a proper answer for the consequences of the war. The true gain or loss by a war does not consist in victories and indemnifications, but in its effects upon our rights and our principles. We gained the victories of Bunker Hill and Saratoga, but they were trifles compared with that greater gain of an empire, and a privilege to establish and cultivate unmolested the principles of civil and political liberty. Such fruits as these do not ripen in a single campaign. Such trophies are not won till long after the bodies of the slain have mouldered to dust, and the battle-fields have been turned up by the peaceful plough-share; yet these prints would taunt us by a repetition of the question, "What have we gained by the war?"

Not willing to rest here, they next assert that it is an unjust and outrageous war, and that therefore no good nor gain to ourselves can result from it. Such assertions show a shameful ignorance of the history of mankind. Even granting to the utermost all that is asserted by them of the injustice of the war, it is no less probable that the fruits of it will be most beneficial and happy for ourselves as well as Mexico.

It would almost seem to be a law with mankind, that the more powerful and intelligent shall dispossess the weak. Such, at all events, has been the practice of men, and it has usually been followed by the improvement of the race. The devastating march of the ancient Jews into the borders of Asia Minor prepared the rugged hills of Palestine for receiving the foundation of an empire in which should flourish the noblest and most liberal principles. The intelligence and refinement of Rome followed her armies over Hispania, Lusitania, Gaul and Britain, and there planted the germs of that intelligence and mental cultivation of which England and France boast at present, and of which Spain has furnished so many honorable instances. The rapacious invasion of this western world by the English and Spaniards furnishes almost the only instance in history in which the original inhabitants, without scarcely one encouraging sign of improvement, have faded away, and the invaders have gained everything. There is scarcely an instance to be found in former times where two nations, unequal in political, social and moral advantages, as is strikingly the case between this country and Mexico, have come into collision, but it has been followed by greater or less improvement and elevation in the institutions of the inferior nation. How absurd, then, are these assertions, that no good can result from this war, and that it should be terminated "*instanter*." To se who take this ground know little of the world in which they live, and of the influences which impel or restrain the acts of nations.

If these things are so—if the results to be anticipated from a collision of unequal nations, and which alone are worthy of the chief consideration of intelligent men, are of such a high nature and slow growth—and if the history of mankind proves that such results are almost sure to follow,—then the mode in which it might be desirable to terminate this war becomes a subject of important consideration with those who seek for the diffusion of the principles of individual liberty and the elevation of man.

We shall not undertake to present any general outline, under this view, for its termination; but sufficient space is left us to take notice of two or three circumstances which might attend its close, which are not in themselves unfavorable to the progress of those great principles in which the human family is so momentously interested.

If the war should be a long one, and the day upon which peace should be concluded far distant, it would inevitably make the Mexicans more intimately acquainted with those glorious institutions of ours which they have admired and copied, but to which they never could impart that spirit and virtue required to develop their rich fruits. They have seen us at a distance, and vainly aspired to become like us; having our citizens and our institutions in their midst, it will be impossible with them, as it is with human nature everywhere, to resist a genial influence. Every day that our presence continues, only serves to add power and life to such impressions. A long war would not, therefore, be unfavorable to these results, although let it not be unfairly charged upon us that we are advocating a long war, or any war.

If we should carry our arms over the length and breadth of Mexico, and our principles should follow us, where would be the injury to mankind? It would end in our teaching the citizens of that country practically that all men are free and equal, and that they have a perfect right to establish their own form of government and to abert their own rulers. And in doing this, they could not make an acknowledgment of any jurisdiction foreign for themselves, nor we exact it.

If we should make peace only when we can obtain a permanent and an honorable peace, whether at an early or late day, we shall pursue such a course as is consistent with our principles, and as will surely promote the greatest welfare of all parties. The complaints that are uttered, that nothing has been gained by the war, are made by those who are too blind to see that at every step our arms have triumphed, and that the brightest hopes are awakened for a still greater triumph of the principles of liberty. Those who would have the war brought to an instant close, irrespective of Mexico, can find nothing in reason or circumstances, or in a prospect of future amity between the two countries, to justify such a demand. Those who say the war is unjust and outrageous on our part, present nothing that takes away the certainty that immeasurable benefits to mankind may yet flow from it.

Connecticut Homestead Law.

The following is a copy of the Homestead Exemption Law, lately enacted in Connecticut:

"SEC. 1. So much of a homestead, or domicil, being the property of any person having a family, as does not exceed in value the sum of *three hundred dollars*, and as will reasonably and conveniently accommodate only such person and family, and such live stock as is now exempt by law from warrant and execution, shall be, and the same hereby is, exempt from being taken by any warrant or execution for any debt whatever.

"SEC. 2. That whatever structure, apartment, tenement, addition, or repair, made from time to time in reference to said homestead or domicil, as shall only be reasonably necessary to accommodate as aforesaid, (though said homestead or domicil may thereby, in some slight measure, become enhanced in value,) shall in like manner be exempt from any warrant or execution for debt: *Provided*, That all structures, apartments, tenements, additions, or repairs, not reasonably necessary for the accommodation aforesaid, may be liable to be taken and disposed of for debt, duty, or tax, in the same manner as if this act had not passed: *Provided*, That the provisions of this act shall extend only to the exemption as aforesaid of said homestead or domicil, and to such structures, apartments, tenements, additions, or repairs, as are acquired or made from and after the passage of this act; and *provided*, also, that all existing laws exempting property from execution or warrant for debt or taxes, shall not be affected by the provisions of this act.

"SEC. 3. That all acts, or parts of acts, inconsistent with the provisions of this act, be, and the same are hereby, repealed."

This is, perhaps, better than nothing. The Legislature might have placed the maximum value of the homestead a good deal higher, without serious damage to anybody.

COMFORT FOR HOMELY WOMEN.—Beauty, says Lord Kaimes, "is a dangerous property, tending to corrupt the mind of a wife, though it soon looses its influence over the husband. A figure agreeable and engaging, which inspires affection without the anxiety of love, is a much safer choice. The graces lose not their influence like beauty. At the end of thirty years, a virtuous woman, who makes an agreeable companion, charms her husband perhaps more than at first. The comparison of love to fire holds good in one respect, that the fiercer it burns the sooner it is extinguished."

Napoleon Bonaparte speaking of Necker, the great French financial Minister, said "he is an ideologist—a banker. It is impossible that such a man can have any but narrow views."

The Encarnacion Prisoners.

The New Orleans Delta, of the 16th ult., gives an account of the arrival, in that city, of John Swigart, John Scott, W. Holman, P. Tunk and W. P. Dendwitz, prisoners taken at Encarnacion, in February last. The editor of the Delta, having had an interview with one of the prisoners, gives the following particulars of their capture:

The principal events of the capture of Majors Gaines and and Borland's parties are well known to our readers. These officers, with three companies of Kentucky and Arkansas cavalry, were out on a two days' march beyond our main camp as a scouting party. It was thought that there were small bodies of the enemy's cavalry prowling about the country, but no one had the slightest apprehension that a large force could be so near Gen. Wood's camp.

Major Gaines having joined Major Borland at a Rancho near Encarnacion, the two commands went into quarters for the night, after posting sentinels some distance in advance and on the top of the house in which they were encamped. That night the officers who, tired by a very long march, had lain down to sleep, were several times aroused by the alarms of the sentinels who declared that he saw an armed Mexican approaching the Ranch. But the sentinels on the top of the house declared they could see nothing, and the man who gave the alarm was treated as a rather nervous and dreaming individual. The officers thereupon again retired to their blankets, but had scarcely fallen asleep when they were aroused by another alarm from the sentinel, who declared that he had again seen an armed Mexican, and had pulled trigger on him, but, his gun being wet, the cap did not explode. Other alarms were also given by other sentinels picketed some distance from the Ranch. The night was now waning fast. It was very dark and misty. The officers bestirred themselves, and arousing the men prepared to meet an attack, thinking that the enemy consisted of a force of four or five hundred, which Major Gaines had already been in pursuit of, and which he considered a force about equal to his own.

Our men were all collected on the top of the Ranch, with their guns ready for action, full of courage and zeal, and warmly desirous of a handsome brush with the enemy. The morn broke slowly. The mist hung heavily around them, and although they could hear very plainly the approach of horsemen, they could see nothing. At last the light began to break through the mist, immediately in their front, and the faint outline of a strong body of armed horsemen was perceptible in the distance. And as the mist rolled and gathered up into huge clouds, and gently ascended towards the neighboring heights, it revealed, with most painful distinctness, a whole regiment of splendidly equipped Mexican lancers drawn up in line of battle, and occupying a commanding position within three hundred yards of the Rancho occupied by Maj. Gaines's party.

Undaunted by surveying and counting this strong force before them, our men prepared for action, crying out, "Oh there are only six hundred of them—its a fair fight and we'll see it out!" But stop! Look on the right as the mist leaves that side of the Ranch, there is another regiment, just as strong as that in front.

"Well," cried a stalwart Kentuckian, who kept all the whole a bright eye on his long rifle, "this is coming it rather strong; the thing looks serious, most decidedly; but I reckon we can lick a thousand Greasers, and throw in two hundred for good measure." Can't we!" was the unanimous cry of the party.

"But, oh cranky," cried the tall sergeant, "here's more of the varmints." And there sure enough on the left was another regiment about six hundred strong, whose bright helmets, flaming pennons and showy uniforms, loomed out conspicuously in the dark horizon. And there too, just a few hundred yards in the rear, was still another regiment. Thus was this small party of one hundred and twenty Americans entirely surrounded by a Mexican force of about three thousand cavalry, the finest in the country, and commanded by one of their best officers.

Undismayed, our men prepared for action, determined to sell their lives as dearly as possible. Never did men go more calmly and coolly to work than this little Spartan band, as with many a careless jest and with the most imperturbable sang froid, they re-loaded and re-capped their rifles, looked to their cartouche boxes, felt the edge of their bowie knives, and glanced a proud defiance at their legion foe.

In the mean time the enemy preserved the most perfect military order, and presented a display of martial magnificence, such as our men had never before witnessed. Their officers, covered with gold and splendidly mounted and caparisoned, rode in front, whilst their buglers blew the Mexican charge, and made the hills resound with their loud and exulting blasts.

Maj. Gaines ordered his bugler to respond to their threatening flourish, by blowing with all his might, the American charge, and directed the men to follow up that blast with three loud cheers. The order was cheerfully and heartily obeyed. The Mexicans who were advancing upon the Ranch, were so awed by the loud yells and terrific huzzas of our boys that they halted, and looked at our little band in mute terror and astonishment that so small a party could make such a tremendous noise. "Give them three times three," cried out Capt. Cassius M. Clay, and the huzzas were prolonged to the full complement until they made the welkin ring for miles around, and so frightened the Mexicans that their general, to prevent his men from running away, had to order his fine brass band to strike up the Folka, and to wheel his men into column and put them on the march. In open order and with military precision the Mexicans marched around the Ranch to the tune of the Cracovienne, and seemed, like the cat with its little victim, to be sporting with their captive before they destroyed him.

An officer with an interpreter and white flag was sent to Maj. Gaines to demand his unconditional surrender. "Never," replied the gallant American.—"Then no quarter will be given," remarked the Mexican. "Very well," exclaimed Capt. Clay; "remember the Alamo; before we surrender on such terms, more than five hundred of your yellow-belly scoundrels shall be left to bleach on yonder plains." This remark, the interpreter did not think he could do full justice to in the translation, and he left the officer to guess at its meaning; which, however, was no difficult task, as the Captain accompanied his declaration with very emphatic and expressive gesticulation.

It was finally agreed that Maj. Gaines should have an interview with Gen Minon. From him the Major received very courteous treatment, and was assured that in surrendering himself and his party they would be treated with all the consideration of prisoners of war.

Maj. Gaines, on communicating the result of his interview with Gen. Minon to his officers, took a vote whether they should fight or surrender, and Captains Clay and Dinby and Lieut. Davidson were for fighting, and Majs. Gaines and Borland were for surrendering. Whilst they were parleying with the Mexicans, Maj. Gaines observed that their men were approaching near to the Ranch. He immediately ordered his men to fire upon the Mexicans if they approached one step nearer, and told their officers that he should not continue the parley until their men fell back to their original position, which they did in very quick order when a few rifles were levelled in their direction. They finally, Capt. Clay giving in to Majs. Gaines and Borland, agreed to surrender on the most honorable terms, as prisoners of war, the officers to retain their private property and side arms. They delayed the surrender, however, as long as possible, with the expectation of being reinforced from Gen. Wood's camp. It was an express condition in the capitulation that the Mexican guide, who had been forced by Maj. Gaines to act in their capacity, should have a fair trial, and if he was acquitted, should be released. The Mexicans at first objected to this, but Capt. Clay said he would die before he would surrender the unfortunate guide without assurance of his safety. As soon as he was surrendered, the faithless Mexicans immediately murdered the poor fellow. The prisoners were then marched, without any food or water, for thirty of forty miles on the road to San Luis, under an escort of eighty lancers.

After relating the escape of Capt. Henrie, the editor gives an account of the prisoners meeting Santa Anna on his way to Agua Nueva, in a large showy carriage drawn by six beautiful mules. The prisoners also met Capt. Reiley, with his company, of about 80 or 90 deserters from the American army, and were told that he was picking up more every day.

The prisoners arrived within nine miles of the city of Mexico on the 1st of March, and were marched into the city on the night of the 5th of March, and were confined in the Carcel of San Jago. At that time there was a revolution in the city of Mexico, which raged for fifteen days, and while in the midst of this revolution, news reached them of the battle of Buena Vista—the defeat and capture of Gen. Taylor's army, and the death of Gen. Butler, which occasioned great rejoicing among the Mexicans. When more authentic accounts were received the rejoicing ceased.

There is one paragraph in this narrative that is of such a nature that we can hardly account the *cause* that produced it, or the *effect* it was designed to produce. Here it is:

"On the next day, however, the spirits of the Mexicans were somewhat restored by the arrival of the trophies of the battle of Angostura. The three little cannons of Lieut. O'Brien, one of which, by the by, had been captured from the Mexicans by the Texans, and the colors of the Indiana regiments, together with a few markers, were brought into the city in a triumphal car, and were received with great parade by the people."

It is not true that the colors of either of the Indiana regiments were lost in the battle of Buena Vista, or Angostura. The flag of the 2d regiment, it is true once fell to the earth, but it was taken up by Major Dix, and handed to the gallant Lt. Kunkle, who bore it aloft in triumph during the day. The manner in which that flag was riddled with cannon and musket shot speaks volumes for the good conduct of that regiment. Capt. Sanderson, of the Spencer Greys, or his gallant company, still have the regimental colors in their possession, if we are not mistaken, and long will they stand in testimony against the base accusers of the gallant 2d. The 3d regiment also returned with their colors in triumph, and we envy not the veracity of one who would attempt to detract from the just fame of a regiment that never retreated. To make the assertion that such a regiment lost its colors would be an absurdity too ridiculous to think of. With all due charity to the editor of the Delta, we cannot refrain from expressing our surprise that such a paragraph should appear in his paper after the 2d and 3d regiments had passed through the city of New Orleans on their return. But when we take into consideration that our cotemporary has generally defended the volunteers, and was among the first to correct the unfavorable reports in relation to the battle of Buena Vista that first reached New Orleans, we would hope that his statement was the result of some oversight on his part.

From the New Orleans Delta, July 28.

European Designs in Mexico.

We published, a few days ago, an extract from a Jamaica paper, in which the advantages of a monarchy in Mexico are strongly advocated, and the intervention of European powers to bring about such a result is warmly invoked. We have observed in other European papers, especially in those of Spain, similar sentiments and hopes, founded on like facts. Sufficient importance has not been attached, in this country, to this movement. We acknowledge that we were ourselves incredulous to the first statements in relation to this intrigue, and did not, indeed, yield our skepticism when the existence of a monarchical party in Mexico was openly proclaimed by the journals in that capital, and produced the revolution which hurled Paredes from power and sent him to Paris, there to conduct and mature his unsuccessful attempt to deliver over his country to the vulture monarchies of Europe. We still believe that it was only an electioneering trick—"a party cry," as Disraeli would call it—and like other ephemeral issues of a party strife, would disappear with the revolution and tumult which it begot. But we confess that we were over skeptical—we were blind to certain movements and intrigues which were going on in our very neighborhood, all tending to co-operate in the now too palpably evident design of Paredes. We have conversed with highly intelligent and communicative Mexican gentlemen, of high consideration in their country, from whom we have gathered proofs of the very great progress which the monarchical scheme had made in Mexico.

Col. Mata, a wealthy and highly intelligent Mexican gentleman, who for several years has occupied next to the highest political position in the State of Vera Cruz, and who is considered, in the Capital, as likely to take a prominent part in the future transactions of the Mexican Government, has embodied his views on this subject, in a pamphlet, which we have already translated for our readers. He considers the monarchical party so strong as to render it necessary that the United States should form an alliance with Mexico, to defeat the intrigues of the European Powers.

The monarchical party, strong in itself, was on the eve of gaining over to its ranks the preponderating party of the Church, when this war broke out. Such an alliance would be as fatal to liberty and republicanism in Mexico, as the Holy Alliance is in Europe. And yet, how natural that such a course should be the result of the perpetual contest between the Federal or *Pacos* party and the Church party. If the latter find that the inevitable consequences of the success of the Federal or Republican party, will be the downfall of the immense power and the appropriation of the vast wealth and property of the Church, how natural that they should seek for aid and support of a party whose principles and instincts are favorable to a wealthy hierarchy.

In 1776, the parsons in Virginia and Carolina, alarmed for the safety of their glebe lands and their costly plate, loudly denounced the efforts of Patrick Henry and Thomas Jefferson, to arouse the people of the colonies to the assertion of their rights and independence against the mother country. To this day there are old-time people in these States, who curse the memory of Jefferson, on account of his zealous and effective crusade against that powerful engine of tyranny—an Established Church. So it has been in every country. In Mexico, although the priesthood took a conspicuous part in achieving the independence of the country, they did it in order to divert into their own coffers the immense riches that were exacted by Old Spain, for the benefit of her own poor Church and bankrupt Government.

But here the party of the clergy stopped in their efforts to liberalize and enfranchise their country. Having by the revolution secured their own power and wealth, they took their stand most stubbornly against all progress and improvement. They aided Iturbide in his attempt to imperialize Mexico; they opposed with all their might and zeal the revolution of 1824, and they have been sworn enemies of the federal, liberal, and progressive parties ever since. They are now, beyond all doubt, ready to coalesce with the monarchical party, as soon as the latter is able to take it on open and public stand in the politics of the country.

Just before the present war broke out, we learn from a very authentic source, that communications were opened between some of the prominent politicians of Spain and France and the leaders of the Church party in Mexico. Aleman, one of the most influential and powerful men in Mexico, whose control over the clergy and the Church party is absolute, was known to be friendly to the move. Many other prominent Mexicans, including the chief bishops and archbishops, were also secured to this purpose.

The whole correspondence and a large part of the intrigue were conducted through this very city, though Havana was the headquarters of the plot in this hemisphere. The intrigue was a branch of the scheme which Louis Philippe carried out in other respects so successfully, and so much to the chagrin and annoyance of John Bull, by which the reversion of the crown of Spain was secured to his own family, through the double marriage of Queen Isabella to a notoriously impotent husband, and of Louis Philippe's youngest son to the lovely sister of the Queen.

The Queen-Mother, Christiana, was the mainspring of this intrigue. If she did not concoct it, she certainly gave it form, substance, and effect. Nor did she take this great labor and responsibility upon herself without the promise of a reward commensurate with her great deserts. The stipulation in her favor—the compensation promised her—was the crown of Mexico, the oldest and fairest daughter of old Spain. Louis Philippe would come to the assistance of the Monarchical party in Mexico, provided the Mexicans would take Christiana and her large brood to rule over them. To further this scheme, Mr. Funes who was the Spanish Consul in this city, and who is a brother of Munoz, the husband of Queen Christiana, was sent to Mexico as Consul General. But, fortunately, the overthrow of Paredes and the war with the United States entirely frustrated, or at least suspended, the plot. We say "suspended," for it is too feasible and promising a scheme to be given up altogether by the arch-intriguants who have embarked in it.

It behoves us to keep our eyes open to this intrigue; its bearing consequences should never be lost sight of. A monarchy cannot be allowed to exist on our Southern frontier. Republics on this continent cannot be quietly extinguished without embarrassing or shackling our own power and progress. We are committed to oppose—with arms if necessary—any interference of a foreign monarchy with the Government and integrity of the American republics, especially of our border neighbor. We must fulfil our pledge.

The empire of Brazil is progressing in the scale of nations with almost the speed of our own Republic. It is the rising giant of the Southern portion of this continent. It will gradually, like Aaron's rod, swallow up all its neighbors. The petty republics of the North will scarcely afford it a mouthful. Even here, in this distant empire of diamonds and gold dust, the selfish, cunning, and unsleeping ambition of Louis Philippe has cast an anchor to the windward, by the marriage of his sailor son to the sister of the Emperor. With this source of French influence in Brazil and a similar influence in Mexico, these United States would find themselves hemmed in on the north and on the south by the powerful allies of the two greatest monarchies on the globe—the monarchies which view the greatness and progress of our Republic with the most concern and jealousy, and are the most deeply interested in the overthrow of the principles upon which our Government rests. It would be well for our statesmen to consider these things, and, in arranging our difficulties with Mexico, to take ample security and wise precautions against the execution of these designs against the peace and liberty of this continent.

RELIEF TO IRELAND AND SCOTLAND.—The following is an estimate of the amount of contributions sent by this country for the relief of the Irish and Scotch, from the 1st of January last to the 31st of July—

Through the N. Y. Relief Committee	$200,000
Through other Committees	250,000
Remittances by Irish and Scotch	600,000
Total, in seven months	$1,050,000

The Democrats of Massachusetts will hold a State Convention on the 22d of next September, at which time two delegates to the National Convention will be chosen. The other Delegates will be selected by the Congressional Conventions.

The *Charleston Mercury* calls Mr. Benton "a paltry Slaveholder," which means, says the *Chicago Tribune* that he does not own enough slaves to make him respectable.

Fever and Ague, Chills and Fever, and congestive chills, are speedily cured by Dr. Bragg's Indian Queen Sugar Coated Vegetable Pills. The health of thousands has been perfectly restored by the use of this medicine, which all other remedies have failed. Its operation is not simply to suspend the disease for a time, but to purify the system, and restore it to sound and perfect health.

For sale by *Tomlinson Bro.* here, agts of the Golden Mortar, and by *S. J. Wade*, Druggist, Indianapolis.

**FIRE ENGINE