The Killed, Wounded, and Missing.

The following mournful list shows at what immense sacrifice the late victories of Gen. Scott have been achieved. No less than 1017 of our brave soldiers were killed or wounded on these bloody fields. Among them are some of our best officers, who, in their eagerness to gain laurels and incite their men to deeds of prowess, have exposed their persons to constant peril and injury. It is, however, a source of some alleviation to the public grief, to observe that the proportion of killed to the wounded is smaller in these late severe engagements than in our previous battles. We observe, however, that many of the wounded are severely so, and the number of deaths of those wounded, from the nature of the arm mostly used by the Mexicans, (heavy artillery,) must be very great.

FIRST DIVISION.

Return of the killed, wounded, and missing in the First Division, commanded by Maj. Gen. Worth.

KILLED. Serg't C W Cobb, co I, 2d art; Privates Henry Hear, do; John Healy, do; John Sheridan, co H, 5th inf; Alex McKenzie, do; Serg't John Farrell, co C, 2d art; Privates John Daley, do; Wm Landolt, co I; James Wilson, co G; J L Jordan, co B, 3d art; Serg't Wm Brown, co G; Privates Philip Nichols, do; Charles Ray, do; John Ruber, do; Serg't Wm McGuire, co I; Privates Nicholas Kennelston, do; Wm Johnston, co A, 4th inf; Edward Kirwill, co I; F Pinkerton, do; Corp T James, co E, 5th inf; Privates J C McKinney, co A; A Vanalstyne, co E; Samuel Wilson, do; B Simman, co I; E C Smith, co K; Porter Hand, co A, 6th inf; David Noble, do; D Hassett, co C; J McKee, co D; George Graham, do; A D Harris, co F; Wm Bray, co H; Robt Sadty, do; John Foss, do; Paul Dufour, co I, 8th inf; Edward Fleming, do; Caspar Polk, do. Total, 37.

WOUNDED—Private James Reilly, co A, 2d art; Serg't Philip Wilson, co K; E Meyn, do; Privates H Arbuman, do; John Casey, do; P Dowd, do; W Gravenhart, do; John Stewart, do; Andrew Casey, do; Hugh Casey, do; James Davidson, do; Martin Conway, co I; Patrick Kennedy, do; Wm Lafferty, do; Joseph Miles, do; Edward Sullivan, do; Henry Vuchel, do; Sergeant Joseph Fadling, do; Corporal William Sutherland, do; Privates James Donohue, do; Mich Lynch, do; Wm Murray, do; 2d Lieut P Farrally, 5th inf; Priv's George Bishop, co H; Charles Carner, do; W C Emerson, do; John Francha, do; Peter Flynn, do; Joseph Fay, do, J A Hooft, do; Wm Bell, do; Mich Stezer, do; John Shimmel, do; David Wilton, do; Jacob Meyer, do; Daniel Rogers, do; Thomas Steck, do; 2d Lieut E B Holloway, co B, 8th infantry; Priv's Charles Childs, co B, 8th infantry; Charles Fitzgerald, do; Mich'l Hogan, do; John Sawyer, do; 1st Lieut Lewis G Arnold, co F, 2d art; Sergeant Charles Wilson, co C; Corporal Andrew Bell, do; Privates Charles Carroll, do; George Heck, do; Henry Douglass, do; John Klump, do; Powell Gallip, do; Jacob Schriver, do; James Gould, co D; James Burgen, do; Richard Bunningham, do; Sergeant Thomas G Allen, co F; Privates G W Church, do; John Conner, do; Patrick Gallagher, do; Henry Hatch, do; Hugh Murphy, do; Chas Q Putnam, do; Martin Riordon, do; Philip Stevens, do; Lewis Seiter, do; P Zabgibble, do; Church Snyder, do; David Walsh, do; E E Saunders, do; Sergeants Luke Walker, co G; Jas Chappell, do; Jas H Starr, do; Corp'l Simon Stanton; Privates H Blisatt, do; P Thornton, do; Lewis Schott, do; John Harper, do; J J Moore, do; Wm Bardon, do; Thomas Starr, do; H Levy, do; Jas Hughes, do; D Hagaman, do; Serg't's A B Cleveland, co H; John Walters, do; John Cunningham, do; Corporal J Rae Redman, do; Privates F Connore, Chas Birnan, do; Daniel Daly, do; Henry Frank, do; Jas Gurley, do; John Gray, do; Alex Moore, do; Chas Page, do; Bt Maj Ward, 3d art; Serg't John H Hick, co B; Corp'l's Wm Young, do; John Hynes, do; E Isaworth, do; Joseph Aker, do; Privates John Coogan, do; Adam Dollinger, do; Edwd Eagan, do; E W Gleason, do; John Hughes, do; F H Lachat, do; G W Smith, do; J Thompson, do; Wm Patton, do; John Donelly, severely; Jas Ferby, Corp Hy B Knapp, slightly; Privates Mont'y Barkholm, Frantz Ratman, severely; Wm Donoghy, Patrick Dugen, Wm H Bobles, Jno Kelley, slightly; Levi Fisher, severely; Howard Sharpless, Jno Quinn, Jacob Fry, slightly; Michael Gormily, severely; Sergeant James Mann, slightly; Privates E E Bascom, G A Hornett, Patrick Linn, slightly; Jno Hannington, D M Fulton, J G McNelly, M Sheridan, S R Thornington, severely; Corporal P A Taylor, slightly; Privates Wm Mills, William Walsh, Sergeant G S Bradley, slightly; Corporal John Conroy, severely; Privates John Bomband, Roger McDonough, Tim Mahon, Sergeant Wm Merrick, slightly; Corporals H Snow, John Farley, slightly; Privates Thos Blake, Daniel Clarke, Thos Dodt, severely; Eli Gruber, Wm Ruket, Ed Gilligan, slightly; Thomas Crawford, John Peoples, Geo A Fry, Michael Janauke, severely; Corporal Jos Lathorp, Private Fis Meyer, slightly.

7TH INFANTRY—*Killed*—Capt Chas Hanson; Sergt James Tunman; Privates R Wright, Wm Webb.

Wounded—Captain R H Ross, severely; 1st Lieut C H Humber; Privates—John Sines, slightly; Francis Brown, do; Dennis Cardy, severely; Samuel Benton, slightly; W Parmentier, do; Corporal J Grangie, severely; Private—P Mony, do; J Walker, do; O Sullivan, do; L Clark, slightly; Musician J Mahin, do; Corporal J A Roberts, do; Private George Ball, do; Corporal H Dateman, severely; Privates—Albert Hart, slightly; Peter Mahoney, do; Samuel Radcliffe, do; Benj. Veny, severely.

Missing—Private Rice.

Total in Second Brigade—Killed, 23; wounded, 126; missing, 4.

Engineer company—Wounded, 4; missing, 1. Total, 158.

COMPANY K, 1ST ART.—*Light Battery, 2d Division.*—*Killed*—Privates Francis Melvin, Harvey Tyng. Severely wounded—1st Lieut J G Martin, 2d Lieut Ed C Boynton, Sergt Patrick Martin, Sergt Joseph McGee; Privates—David Adams, Alex Bruce, Michael Cinchaw, G W Fish, Alex McCabe, John Jones, Adolphus Shaffer, Patrick Walker, Henry Williams. Slightly wounded—Corporal John Jones; Privates—John Krahoner, Henry Barrow, J P Plath, Christopher Philips, Louis Loup, Louis Christian, John Gow; Artificer Elton F Shedd. Total—Killed 2; wounded 23. 15 horses killed or totally disabled; 3 severely, and 5 slightly wounded.

THIRD DIVISION—GEN. PILLOW.

Return of killed, wounded and missing in the actions of the 13th and 20th August, 1847, near the city of Mexico, of the 1st Brigade, 3d Division, commanded by Brig. Gen. Pierce.

9TH REG'T INFANTRY, COL. F. B. RANSON—*Killed*—1st Serg't L B We t; Pris W Thompson. Wounded severely—Lt W N Newman, Lt A F Palmer, Lt Cranum, 2d Corporal W E Hoss; Privates S S Sweet, J B Hale. Wounded slightly—Capt Johnson, 1st Corps N W Coun, 3d do W W Page, 4th Sergt J C Sewell; Privates T A Pratt, W P Hoskins, Jas Webber, George G Goodwin, T Beelle, C Gettings, J M Moore, S P Hall, W Seale, M Wright, C F Blood, W Trash, H Dixon, J W Bandel, Jas Henderson, G Melville, D K Richmond, A W Brown, D Hogan, B Bean, J Finn, W Gould, A T Pike, G W Woods, G Barnes, S F Davis, S D Caldwell, J Hose, D Brown, J F Chatterton, W Ryeles, J Scales, J B Higgins, J Linsey, J T Fry. Killed—Private B McCluskey.

11TH INFANTRY, LT COL M. L. BOSWORTH—Killed—1st Serg't Wm C Oliver, 2d do, Peyton Randolph. Wounded mortally—Private Henry L Dermitt. Wounded severely—1st Corpl John L Tubos; Privates Wm J Rees, Chauncey Howard, Martin Ennis, Pinkney Anderson, Leavitt Severs. Wounded slightly—Capt N B Holden, 2d Lt John C Longkins, 2d Serg Thos Smithers, 3d musician Sam Church, Sam A G Warnock, Wm M Doyle, Frank M Bailey, Bev Fancher, Warren D Blanton, James Calvin, Isaac Baker, John F Bowyers, Adam Peyton, George Tatum, Wm Morgan, Elijah Brasher, Joseph Smith. Missing—Privates Leander Crutcher, L Sherman.

15TH INFANTRY, COL G W MORGAN—Killed—Lt John D Goodman; Musician Chester G Andrews; Privates Wm Roberts, Saml Carrey, Jno Smith, Peter Hill, Michael Speiser. Wounded mortally—Capt Augustus Quintel, Lt Wm H H Goodloe; Privates John Glaze, Geo Gough, Dan P Hunkins, Pitch Connall, Geo White. Wounded severely—Col Geo W Morgan; Sergts Jno Cunningham, J M Cumm, Wm Mabee, Dan Roberts; Corporals Isaac W Griffith, Wm B Hopkinson, Jas Healy; Musician Joseph Clarke; Privates John W Cook, Wm Reed, Henry Wallace, Alexander Davis, Dan H Fuller, Hiram Brown, Wm Rogers, Wm G Adams, Francis Fenton, Jas Francis, Geo Steinman, Jacob Salinger, Jacob Beer, Cor Westfield, Rich Northrup, Jacob J Barton, Wm Barnett, Lewis Voight, Rupert Whitney, Clark Munson, Napoleon B Perkins, Wm H Miller, Thos Shertall, Peterson Lowry, Robt Linsey, John H Early, Michl Fairenger, Bidwell Cilley.

Wounded slightly—Lt Chas Pitcraft, J R Bunnell; Sergt Maj Thos McKeen; Sergts Fabian Bydel, Thomas French, Fak W Schouten; Corpl Horace Hancock; Privates Westley Gordam, Jas G Corbus, Geo Cooper, Isaac A Smith, Jas Sauls, Alva Taylor, John McCann, James Hill, Wallace W Wood, Jeremiah Griffith, Mathew H Chance, Sam Trask, Edw H Calkins, Marion Kiles, John Wilson. Missing—Maj Fred'k Mills; Sergts Fred Lawbenheimer, John Smith; Privates John Hoenstetler, Wm Schenyer, Joel Suiveley, Jasper Matley, John Stall, Barthaler Hagle.

RECAPITULATION.—Commissioned officers killed, 1; wounded, 1; missing, 1. Non-commissioned officers and privates killed, 11; wounded, 124; missing, 10—total, 158.

SECOND BRIGADE.

VOLTIGEUR REGIMENT, COL S. G. ANDREWS.—Killed—Serg Richard S Pattingen; Corpl Robt Enlow. Wounded—Serg't Robt B Taylor; Privates Miles K Bell, Richard Brooks, Jno Fitzsummons.

14TH REG'T INFANTRY, COL TROUSDALE.—Killed—Capt John P Miller. Wounded—Privates Jas G Taliaferro, John J Jones, Theo Martins. Missing—Privates Timothy A Wooden, John D Barnes.

11TH REG'T INFANTRY, LT COL W. H. GRAHAM.—Killed—Private John L Kountz. Wounded—Privates S S Thompson, Jos Lind, M Hollman, J Little, J O'Hara, A Harvey, Lyons.

ROCKET AND HOWITZER BATTERY, LT F T CALLENDER.—Killed—Privates Jas Humphries, Robt Douglass, Jno Cogeser. Wounded—1st Lt F D Callender; Corpls Lyhanus Robb, Albert J Borie, Jno Naglees; Privates Peter Shassner, Christopher Schwartzweller, Ezra Craven, Henry D Petty, Michael Fitzgerald, Michael Farrel, Thos J Folk, Geo Swekand.

The names, but no recapitulation, of the slaughter of the South Carolinians, are given, who were attached to the third division under Gen. Pillow.

The *fourth* division was commanded by Gen. Quitman, and attached to the names of the Killed and wounded, we find the following:

Killed—Commissioned officers, 1; non-commissioned, 4; privates, 11. Wounded—Commissioned officers, 9; non-commissioned, 9; privates, 68. Missing—1 private. Total, 103.

Dragoons attached to Headquarters of Gen. Scott.

Capt Thornton killed; Philip Kearney, Philip McKeyrolds, Lt Graham wounded; Privates—Cawden wounde; Patrick Hart, John Riley, James McDonald, Michael Brophy, killed; Augustus Delsol, Edward Curtis, killed or missing; Geo. Dover killed.

NO MEXICAN TERRITORY.—A writer in the *National Intelligencer*, whose political sagacity that paper endorses, proposes to the whig party the issue of "No Mexican Territory," instead of the Wilmot proviso, and promises certain victory if that motto be inscribed upon their banner. Here are his speculations as to the result of the two issues, which, however, may all be spoiled by the people electing a President by their own votes, and saving the House of Representatives that trouble.

"The whole number of electoral votes will be 290—necessary for a choice, 146.

Under the Wilmot proviso issue, the northern whig candidate will be very certain not to have a single vote from a slaveholding State, and to get only 94 votes from other States, and the democratic candidate 75, while the southern candidate will obtain 121—the entire vote of the slaveholding States. The election will then devolve on the House of Representatives voting by States. Of the 30 States, the southern candidate will start with 15, the whig with 7, and the democratic with 8 States (or 7 and one State divided.) In this probable state of things, the election of the southern candidate is certain.

Under the No-Mexican territory issue, the whig candidate, judging from the last State elections, would have 154 against 136. (probably 173 to 117.)

If such be the probable results, will the whigs hesitate which issue to adopt? Let us then abandon that *shadow* of an issue, the Wilmot proviso, and take the *substantial*—the effective issue of "No Mexican territory."

In the mean time, is it wise to precipitate nominations of candidates for the Presidency? Will it not be best to submit the nomination to an *unpledged* convention on the 4th of July, 1848?"

He argues that the Wilmot proviso will not prevent any State from establishing slavery *after its admission into the Union*, and therefore is of no practical value.

GENUINE WHIGGERY.—Santa Anna, Paredes, and even Tom Corwin and Joshua R. Giddings left behind!

"*We hold that taking the country between the Rio Grande and the Nueces, is nothing but stealing, and the worst kind of stealing; at the same time we believe there is not one chance in a million that that territory will be given up to Mexico, to whom it rightfully belongs and always will belong. We hope she may get it; nay, more: we are willing she should renounce Texas, Sam Houston and all, and should be glad to see such a State erased from our Banner.*—*Lowell Courier.*

What federalist, tory, blue-light traitor ever before dared openly to express the hope that a foreign enemy would conquer and take one of the States of the Union! Benedict Arnold was as bad as that, perhaps, but never dared proclaim it.

A RELIC.—An axe was lately turned up by a plough, in the neighborhood of Cincinnati, which bore on its sides the stamp "U. S." The spot where it was found is said to be the same where Gen. Anthony Wayne encamped his army in 1795, on his way to Greenville, where he made the treaty which ended the Indian wars of the North West.

Railroads.

The subject of railroads is one which at this time engrosses a large share of public attention throughout the country. Notwithstanding the predictions of "ruin" which yet ring in our ears, there probably was never a time when a larger surplus of means was seeking investment. The highly prosperous state of the country at large, urged to yet a higher range by extensive improvements, and none more closely uniting this great family in bonds of affection and interest than our railroads, evidently points to them as promising greater rewards for enterprise, in every view, than any other of equal extent. We learn that agents are in Boston from Illinois, asking aid to make a railroad from Alton on the Mississippi, to extend through Springfield, Ill., to Lafayette, on the Wabash, and from that point to unite with the Detroit road at New Buffalo on Lake Michigan, and thence through Canada to Boston! Now, all this may be done, and probably will be. But we hope our Indiana friends on the central route, and especially the city of Cincinnati will look well to it, that we do not get "behind the times." Our Boston friends "with the dimes," must also look well, that *they* do not get the shadow for the substance.

As this subject so intimately concerns Indiana, we make no excuse in placing such matter before our readers as will give them light. We copy the following from the Boston Courier:

Mississippi and Atlantic Railroad.

Boston Enterprize. Western Trade. Indianapolis Convention. Railway to take the course of the Cumberland Road. Connection with Cincinnati—with Baltimore—with Boston. Immense and increasing value of Western trade. Importance of this Railroad to commerce, and to value of Massachusetts Railroads.

Boston is behind no other city in promoting the great improvements of the age; and her enterprise already overleaps the bounds of New England, and extends a helping hand to develop the latent energies of the remoter portions of our wide-spread nation.

The trade of the west, if placed in connection with the Atlantic States by continuous railroads, would greatly exceed in value the whole existing commerce of the United States with foreign nations; and it is somewhat remarkable that no combination of wealth and enterprise has hitherto projected and accomplished a scheme for a grand and unbroken railroad communication between the commercial cities of the Atlantic coast and the emporium of the Mississippi valley.

In May last a convention, at which the present Governor of Ohio presided, was held at Indianapolis, consisting of delegates from the three States of Ohio, Indiana and Illinois, to consult upon suitable means to effect a railroad connection between St. Louis and Cincinnati; and in conjunction with this object, a continued railroad connection between St. Louis, on the Mississippi, and the termination of the Baltimore and Ohio railroad at Wheeling, on the Ohio, with the ultimate view of thus completing a railroad communication, by one grand route, from the emporium of the upper Mississippi to the Atlantic border.

The route proposed for this railway is the line of the great Cumberland road, as marked out under the direction of the Engineer department, by authority of Congress. It runs from Wheeling, on the Ohio, through Columbus, the capital of Ohio, Indianapolis, the capital of Indiana, Terre Haute on the Wabash, and thence in a direct line to St. Louis, on the Mississippi,—taking, in its whole course, one of the most fertile regions of the west, with a population capable of insuring to the road a local business which would be alone sufficient to make it a safe and profitable investment.

It intersects the Wabash and Erie Canal at Terre Haute; the railroad from Madison, on the Ohio, at Indianapolis; the Cincinnati, Mad River and Sandusky railroad at Springfield, Ohio; and the great canals of that State, besides several railroads now in a state of progress or inception. The branch for Cincinnati will diverge from the main line at Richmond, which point is sixty miles only from that city, and lies upon the eastern border of Indiana.

The whole distance from St. Louis to Wheeling is six hundred miles, through districts remarkably favorable for the construction of the road. A company is already chartered to construct that portion of the road which passes through the State of Indiana, and the legislature of Ohio have granted the right of way for its entire course through that State to Wheeling. No further legislative action is therefore required to commence the prosecution of the whole line, with the exception only of that portion which extends through the State of Illinois, comprising one hundred and sixty miles.

The wealth and enterprise of Indiana and of Ohio are fully adequate to accomplish their portion of the enterprise, and the city of St. Louis is ready to give a helping hand to that portion which passes through Illinois, where the population is not sufficiently dense nor rich to accomplish the work without aid from abroad.

The entire route, when completed, from St. Louis to Baltimore, will not exceed nine hundred and fifty miles in length, and may be readily travelled within forty-eight hours.

Upon this route the whole travel from the eastern and middle States would inevitably concentrate. But the interest of the west invites her to a more direct route with the New England cities, which could be accomplished with readiness and certainty by a railroad diverging from the main stem at Columbus, and striking the great Western Railroad at Buffalo. A continuous line of railroad might thus be accomplished from Boston to St. Louis, by a direct and available route, every section of which would embrace a rich and well-peopled country, abundantly able to sustain such a road, by the facilities afforded to its local trade and intercourse.

The waters alone of the great valley of the Mississippi bear annually upon their bosom a commerce which was estimated, in 1845, at three hundred millions of dollars. This trade will double in less than ten years. The natural and best market for this immense commerce, is New England; yet there is at this time, no safe and direct means of commercial intercourse with any portion of the west;—and during several months in the year, it is wholly interdicted by drought, or flood, or frost. Could any investment more safe, or that promises a better return be hoped for, than is offered by an enterprise to unite the capital of New England with the emporium of the west by a railroad which is already half accomplished, and which may be completed by a less amount of capital than has been profitably expended on two hundred miles of railroad in Massachusetts and the middle States!

It is well known that other routes for railroad communication with the west are proposed. *They will all ultimately succeed!* But the strongest route will be taken first. Let intelligent men decide upon the comparative merit of those which have been urged upon public attention.

Bring the immense trade of the west directly into New England by well-constructed railroads, and the enterprise will not only afford, in itself, one of the safest and best investments ever offered to capital, but it will add from 25 to 50 per cent. to the value of every existing railroad in Massachusetts.

The public are much indebted to Dr. J. S. Babbs, and Hon. E. M. Huntington of Indiana, and to Governor Bebb of Ohio, for their intelligent and persevering efforts to promote this great enterprise. Success cannot fail to reward them.

From the Journal of Commerce.

Relative Merits of Railroads and Canals ---Cost of Transportation on Each.

A letter in the Watertown (Jefferson co., N. Y.) State Journal, which I am led to believe is from the pen of E. Hasket Derby, Esq., of Boston, an eminent counsellor, who weighs well his words, fully indorsed the doctrine which I first advocated in this State, after Col. Stevens of Hoboken, "that a railway, from Lake Erie to the Hudson," if properly located and constructed, can successfully compete with the Erie Canal in the transportation of freight, even if enlarged to 7 feet by 70, its entire length, and subject to tolls sufficient only to keep it in repair, and pay for attendance and interest on the cost. From the above mentioned letter allow me to submit the following extract:

"Under the influence of railroads and manufactures, stimulated thereby, the old Bay State has ceased to be an emigrating State. It receives more than it sends forth, and will show by the next census, nearly a million of inhabitants on 700 square miles of rugged land, smiling under the hand of untiring industry, and sparkling with new and beautiful structures."

☞To the following I will claim attention:

"You ask me *to compare railroads with canals.* Let me reply, that the former are in almost every particular superior. *Give me a good and untrammelled line of railroads beside your Erie canal and its branches, and successful as it now is, I think I would engage to divert its traffic in five years, and leave it without patronage sufficient to keep it in repair.* In New York, you have as yet, enjoyed no perfect line of railroads. I cannot regard a line with a strap rail, (nearly incompetent to carry freight like that from Buffalo to Albany,) as a *railroad.* Thank heaven, we have none of them in Massachusetts. A true railroad is susceptible of a speed of 40 miles per hour, and its capacity reaches to millions of tons and millions of passengers to pass over it annually."

"It can live too, where a canal must perish for want of business. A railroad costing but $18,000 per mile;* can live upon a line which sustains but four daily stages and two daily baggage wagons in each direction, and pay large dividends; but, a district with this business, at ordinary tolls, would not keep a canal in repair."

"A railway surmounts summits inaccessible to a canal. It regards not the drought of summer, nor the ice of winter. By speed, it gives value to produce which cannot bear canal transport, and commands the trade against all competition. It almost annihilates time and space." * * *

"In Massachusetts we *had* three canals. *First, the Middlesex*, which your Canal Commissioners came to examine, before they began the Erie. It paid good dividends, but is now worthless; for it has been completely put down by the Lowell railroad beside it. *Second, the Blackstone.* A railroad will this fall be opened on its banks, and all, or nearly all of the canal will be abandoned. *Third, the Hampshire*, from New Haven to Northampton. A railroad is now in progress along its low path. *We have done with canals.*"

"*Of cost of transportation on railroads*," viz:—It rises and falls with the quantity conveyed. When business rises to 200,000 tons a year, freight can be transported on a line, like the Rome and Watertown railroad, at a cost of six mills of a ton per mile, exclusive of loading and unloading. It has been moved for less.

"This charge would include the wear and deterioration of cars, and the *repairs* of the road. On the Erie canal, the average cost, inclusive of interest on boats and losses, but exclusive of canal repairs and attendance, which may be fleet, is nine-tenths of a cent per ton per mile—or fifty per cent. more." * *

This statement is true, or not. I believe it true. Will our present Legislature, before they attend to memorials asking a change in our Constitution, to open the delegates of expenditure on the enlargement of the Erie canal and on lateral canals as a consequence, first examine into *the relative merits of canals and railways.* J. E. B.

* Referring to the Rome and Watertown R. R. A cheap and level route. J. E. B.

OBITUARY.—Departed this life, at her residence in this city, on Sabbath morning, the 19th instant, Mrs. MARY ANN, consort of Mr. JOHN SLOAN, in the 31st year of her age.

The deceased was a member in full communion of the Presbyterian Church, to which in early life she became attached, and truly may it be said, she adorned her profession by a consistent and devout practice.

Possessing a mild and gentle disposition, a meek and unassuming deportment, she drew around her a large circle of friends, who feel sensitively the void her departure has created in their midst. Long will they bear in remembrance her many virtues, and ever will they cherish her memory with an enduring and unfading recollection.

By this dispensation of an overruling Providence, an aged parent, a husband and children, are called upon to mourn the loss of an obedient and dutiful daughter, an affectionate and confiding wife, and a kind, devoted mother; but they mourn not as those who have no hope. The consistency and fervor of her devotion to religious principles is an assurance to them of the reality of her faith in the "Redeemer, and of her departure to "that place it made with hands, eternal in the heavens, where sorrow is not known, and where peace and harmony dwell forever." *

DIED—On Tuesday, September 21st, Mrs. NANCY C. BRANNON, aged 37 years, relict of George S. Brannon, who departed this life on the 22d ult. Truly, in these providential dealings, does it become the living to say—"O, Lord, how great are thy works! and thy thoughts are very deep."

But a few short weeks, and a father and mother, enjoying favorable prospects of health, are called away from earth, and their family of eight young children, whom they had expected to guide and train for heaven, are made orphans.

The deceased had long been a cheerful and consistent follower of the Redeemer, and in humble trust in his precious promises to the widow, was just attempting to point her bereaved children to the care and love of their covenant-keeping God, to whom they had been dedicated, when that faithful God said to her—"Leave thy fatherless children—I will preserve them alive"—and she was called to join her beloved husband in his heavenly rest.

"Lovely and pleasant were they in their lives,
And in their death they were not divided." R

MANAGERS' OFFICE.
Head Quarters.
(*Robert Armstrong & Co., Sole Agents, Wheeling, Va.*)
SPLENDID SCHEMES FOR THE MONTH OF OCTOBER, 1847.

Alexandria Lottery, Class 62.
Draws October 2, 1847; 78 numbers, 12 drawn ballots. 1 prize of $20,000, 1 do of $2,000, 1 do of $1,000, 1 do of 500, 10 do of 100, 10 do of 50, 20 do of 20, &c. Tickets $10—a certificate of a package of 26 whole tickets will cost $120; shares in proportion.

Alexandria Lottery, Class 63.
Draws October 5, 1847; 78 numbers, 13 drawn ballots. 1 prize of $20,000, 1 do of 5,000, 1 do of 3,000, 10 do of 1,000, 10 do of 500, 20 do of 200. Tickets $10—a certificate of 26 whole tickets will cost $65; shares in proportion.

New Jersey Lottery, Class 79.
Draws October 6, 1847; 75 numbers, 12 drawn ballots. 1 prize of $30,000, 1 do of 12,000, 1 do of 6,000, 1 do of 3,000, 1 do of 1,000, 10 do of 500. Tickets $10—a certificate of 25 whole tickets will cost $130; shares in proportion.

Alexandria Lottery, Class 64.
Draws October 9, 1847; 78 numbers, 12 drawn ballots. 1 prize of $30,000, 1 do of 11,000, 1 do of 9,000, 1 do of 6,000, 10 do of 1,000, 10 do of 500. Tickets $10—a certificate of 26 whole tickets will cost $130; shares in proportion.

Alexandria Lottery, Class 65.
Draws October 12, 1847; 78 numbers, 12 drawn ballots. 1 prize of $20,000, 1 do of 8,000, 1 do of 4,000, 1 do of 2,000, 10 do of 1,000, 20 do of 500. Tickets $10—a certificate of 26 whole tickets will cost $65; shares in proportion.

$80,000!
New Jersey Lottery, Class 81.
Draws October 13, 1847; 75 numbers, 12 drawn ballots. 1 prize of $40,000, 1 do of 4,000, 25 do of 1,000, 52 do of 500. Tickets $10—a certificate of 26 whole tickets will cost $120; shares in proportion.

Monongalia Lottery, Class 41.
Draws October 14, 1847; 75 numbers, 12 drawn ballots. 1 prize of $8,000, 1 do of 3,000, 1 do of 2,000, 5 do of 1,000. Tickets $3—a certificate of 26 whole tickets will cost $60; shares in proportion.

Alexandria Lottery, Class 66.
Draws October 16, 1847; 78 numbers, 14 drawn ballots. 1 prize of $30,000, 1 do of 12,000, 1 do of 3,000, 1 do of 1,000, 10 do of 500. Tickets $10—a certificate of 26 whole tickets will cost $120; shares in proportion.

New Jersey Lottery, Class 83.
Draws October 20, 1847; 78 numbers, 12 drawn ballots. 1 prize of $25,000, 1 do of 10,000, 1 do of 5,000, 1 do of 2,000, 1 do of 1,000, 64 do of 500. Tickets $10—a certificate of 26 whole tickets will cost $130; shares in proportion.

Monongalia Lottery, Class 42.
Draws October 21, 1847; 78 numbers, 14 drawn ballots. 1 prize of $10,000, 1 do of 1,000, 1 do of 1,115, 5 do of 1,000. Tickets $3—a certificate of 26 whole tickets will cost $60; shares in proportion.

ALEXANDRIA LOTTERY, CLASS, 69.
Draws October 23, 1847; 75 numbers, 12 drawn ballots. 1 prize of $25,000, 1 do of 8,000, 1 do of 4,000, 10 do of 1,000. Tickets $5—a certificate of 25 whole tickets will cost $55; shares in proportion.

NEW JERSEY LOTTERY, CLASS 85.
Draws October 27, 1847; 78 numbers, 14 drawn ballots. 1 prize of $5,000, 1 do of 10,000, 1 do of 5,000, 1 do of 3,255, 1 do of 2,000, 10 do of 1,000. Tickets $10—a certificate of 26 whole tickets will cost $125; shares in proportion.

$100,000!
ALEXANDRIA LOTTERY, CLASS 8.
Draws October 30, 1847; 75 numbers, 12 drawn ballots. 1 prize of $100,000, 1 do of 30,000, 1 do of 10,000, 1 do of 5,000, 1 do of 2,000, 1 do of 1,000, 5 do of 3,000, 5 do of 4,000, 200 lowest 3 No. 2,880, 63 1st and 2d No's. 1,040, 126 2d and 3d No's. 560.
Tickets $40; halves 20; quarters 10; eighths 5. A certificate of a package of 58 whole tickets will cost $472; shares in proportion. Persons wishing to purchase tickets in this splendid lottery, will please to send their orders without delay. Address
R. ARMSTRONG & Co., Agents for the Managers,
34-3w Wheeling, Va.

RUSH MEDICAL COLLEGE, CHICAGO, ILLINOIS.
THE annual course of lectures in this institution will commence on the 1st of November, and continue sixteen weeks, by the following Faculty:
D. Brainard, M. D., Professor of Surgery.
J. V. Z. Blaney, M. D., Pr f. of Chemistry and Pharmacy.
John McLean, M. D., P of of Mat. Med. and Therapeutics.
W. B. Herrick, M. D., Professor of Anatomy.
G. N. Fitch, Professor of Institutes and Practice.
John Evans, M. D., Professor of Obstetrics, &c.
Fees—The Matriculation fee is five dollars.
The fee for each Professor's ticket is ten dollars, making sixty dollars, for which a good endorsed note, (without relief it in Indiana,) payable in one year, will be received.
The tickets for the hospital and dissection are each five dollars, which the student must take, or decline. But as the Clinic Institution will be full, and the facilities for dissection ample, it is hoped all who can will avail themselves of these advantages. Graduation fee twenty dollars.
Good board, with lights, fuel and attendance, can be obtained in Chicago at from $1,50 to $2,00 per week.
The large additions now being made to the former means of illustrating the several courses (for which a member of the faculty has gone to the east)—the extensive opportunities afforded for clinical instruction in the Chicago Hospital, and the Dispensary, under the care of members of the faculty, in which, in the last six months, have been treated 442 cases of disease, being such as the western practitioner will have to contend with—the addition of a new and commodious dissecting room to the college edifice—an abundant supply of material for dissection—with a determination on the part of the Faculty to spare no pains to give a thorough, sound and practical course of instruction, show the facilities offered to students by this institution, to be at least equal to any in the western country. J. V. Z. BLANEY, M. D., Dean.
34-3w

ROBERT SPENCE. THOMAS GUARD.
SPENCE & GUARD,
COMMISSION AND FORWARDING
MERCHANTS,
No. 11, Lafayette Street,
NEW ORLEANS.
Refer to—B. I. Blythe, Esq. N. B. Palmer, Esq. N. McCarty, Esq. } Indianapolis.
24-6m*

N. R. TAYLOR,
Attorney and Counsellor at Law,
Indianapolis, Ind.,
WILL attend to all professional business confided to his care in Marion and the adjoining counties.
Prompt attention given to the collection and securing of debts. Office on Washington street, North's building. 34 3m w5w

MADISON HOTEL,
Madison, Ind.
THE proprietor of this long established House, respectfully offers his services to the citizens of Indianapolis, and will endeavor to render comfortable such as may favor him with their company.
34 3m (Journal) G. D. FITZHUGH

CITY CLOTHING STORE AND TAILOR'S SHOP.
HALL & CASE would say to their old customers, and those who may expect will be, that they have just received and are now opening a splendid stock of gentlemen's furnishings of every variety of style and taste; and if low prices is what you want, just call and see them, for it will do you good. Also, ready made clothing—coarse and fine, super and extra—all this and warranted. Fine clothes ten dollars.
We hold ourselves in readiness at all times to fill all orders sent to us for garments of any kind for gentlemen's wear; and also to cut from measure, and obligate ourselves to please the most merry-minded one of a hundred. Then come on, one and all, for we are making. We are bound to prove it that we can sell a little lower than any other house in the city. Cutting done at short notice, and in a superior well style and warranted to fit. Opposite to Bonnegan's, and one door east of Frazier's Hotel. HALL & CASE.
☞ The latest Report always on hand. 35 6w

AN ADDRESS delivered before the Grand Lodge of Indiana, by Rev. R. T. Kavanaugh—for sale at $1 00 per dozen.
35 y HORTON & TALBOTT.

SPLENDID LOTTERIES
To be drawn in October, 1847.
J. W. Maury & Co., Managers,
(*Successors to J. G. Gregory & Co.*)
$35,000!
ALEXANDRIA LOTTERY—Class N. 61 for 1847.
To be drawn in Alexandria, Saturday, October 9, 1847.
75 No. Lottery—12 drawn Ballots!
SPLENDID SCHEME!
One prize of $20,000, 1 do of 12,000, 1 do of 3,000, 1 do of 2,000, 1 do of 1,000, 1 do of 500, 10 do of 100, 10 do of 50, 20 do of 20, &c. Tickets $10—shares in proportion.
$10,000!
ALEXANDRIA LOTTERY—Class N. 66 for 1847.
To be drawn in Alexandria, Saturday, October 16, 1847.
78 No. Lottery—14 Drawn Ballots.
GRAND SCHEME!
One prize of $30,000, 1 do of 12,000, 1 do of 7,000, 1 do of 3,000, 1 do of 1,000, 1 do of 500, 10 do of 100, 10 do of 50, 20 do of 20, &c. Tickets $10—shares in proportion.
$30,000!
ALEXANDRIA LOTTERY—Class N. 68 for 1847.
To be drawn in Alexandria, Saturday, October 23, 1847.
80 No. Lottery—14 Drawn Ballots.
SPLENDID SCHEME!
One prize of $20,000, 1 do of 10,000, 1 do of 5,000, 1 do of 3,000, 1 do of 2,000, 1 do of 1,000, 10 do of 500, 20 do of 100, 20 do of 50, 100 do of 20, &c. Tickets $10—shares in proportion.
Orders with tickets and shares and certificates of packages in the above splendid lotteries, will receive the most prompt attention, and an official account of each drawing sent immediately after it is over to all who order from us—Address,
J. W. MAURY & CO.
Agents for J. W. Maury & Co. Managers,
34-3m* *Washington City D. C.*

INDIANAPOLIS LAND FOR SALE.
Who wants a beautiful Farm in sight of Cincinnati?
THE subscriber, being authorized by the will of Samuel Glass, deceased, will, on Wednesday, the 20th October next, at 10 o'clock, M., in front of the Palmer House, Indianapolis, Indiana, offer at public auction the following valuable tracts of land, to wit:
The north half (quarter of section) thirty four (34), in township seventeen (17), range three (3) east, situate on Fall creek, about one mile northwest of the State House in Indianapolis.
Also at the same time and place, the south east quarter of section eighteen, town sixteen, range four east, situate on Fall creek about four miles from Indianapolis, on the Noblesville road, having on it an improvement of 25 or 30 acres.
Both of the above tracts of land are of the best quality, well timbered, and near enough to the Capital, especially the former, to be very valuable for the wood and timber thereon, whether the soil is inferior or none. They will be divided into lots to suit purchasers. Title indisputable.
Terms of Sale—One third cash, the balance in one and two years, with lien on the land for payment. For inform tion touching the above land, enquire of Dr. J. L. Mother-head, Indianapolis.
SAMUEL GLASS,
HUGH M. GLASS,
33-6tds Wed. Banner. (Exors of Saml. Glass, deceased.)

TAXES FOR THE YEAR 1847.
THE Treasurer and Collector of Marion county, Indiana, hereby gives notice that the duplicate for the present year is now in his hands. The amount of taxes is as follows:
For State pur