

Indiana State Sentinel.

WEEKLY EDITION.
ETERNAL VIGILANCE IS THE PRICE OF LIBERTY.
INDIANAPOLIS, NOV. 5, 1846.

Our Terms.
The following will hereafter be the permanent terms of the Weekly Indiana State Sentinel:
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One copy, one year, \$2.00
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Triweekly Sentinel.
As customary, the proprietors of the Indiana State Sentinel will issue a triweekly sheet during the coming session of the Legislature. The best of Reports have been engaged exclusively for this paper, and no pains will be spared to give the fullest, earliest and most correct intelligence on all subjects. The paper will be of double medium size, (same as the weekly) and affixed at one dollar the session, in all cases in advance.

The proprietors would respectfully solicit the aid of their friends in procuring subscribers, as a very heavy expense is necessarily involved during the session.

Our cotemporary will confer a favor by giving the above a few insertions, which shall be reciprocated by every means in our power.

G. A. & J. P. CHAPMAN.

MIAMI INDIANS.—The St. Louis Republican of Oct. 21st, in announcing the arrival of the Miami Indians at St. Louis, says they were accompanied by Francis Lafontaine, the chief of the nation, and Jas. Sinclair, Esq., the United States agent. On their arrival they were landed at Bloody Island, opposite the city, where they will remain until arrangements are made to convey them to Westport, on the Missouri river, back of which, some sixty miles, being the place assigned them for their future residence. About two hundred of the nation, with the permission of Congress, will remain at Fort Wayne; and Lafontaine, after seeing the present party safely established at their new homes, will return to Indiana, leaving the second chief, Burlette, at their head. Major Samuel Edsell and Mr. Coquilard are the contractors for their removal.

OHIO.—The Ohio State Journal of the 27th, gives the official vote for Governor, in all but five counties. That, with the reported majorities of the five counties referred to, make Mr. Babb's majority 2,345. The Journal remarks: "The full official returns will vary this result very little. As compared with 1844, there is a falling off in the vote of the State of between 55,000 and 60,000. The falling off is the heaviest on the Reserve. A little over three hundred and twelve thousand votes were polled for President in 1844; and the vote of 1846 will go over two hundred and forty thousand." The Journal continues, remarking that "the Liberty vote will not be as high as we had anticipated. It will be but little over 11,000. At the Governor's election in 1844, the Liberty vote was 8,411; that being the highest given before this year. The result of this election will disappoint the leaders of the Liberty party, as they anticipated a vote of 15,000 or 20,000."

PENNSYLVANIA.—The falling off in the popular vote of Pennsylvania, at the recent election is immense,—being more than the total number of votes cast in Indiana at the last election. The Pennsylvania contains the official returns for canal commissioner, showing the following totals: Foster, democratic, 59,064; Power, whig, 97,983; Morton, native, 15,424; Elder, liberty, 2,023—majority for Power, 8,899. In 1844, the entire vote of the State was 331,581—of which Mr. Polk received 167,535; Mr. Clay 161,208, and Mr. Birney, 3,138. In 1846, the entire vote of the State is 204,479—a falling off in two years of 127,102! One reason of this great deficiency was the severe storm which occurred on the day of election.

VOLUNTEER DEAD.—Died on the morning of the 3d November, at the residence of Mr. Christopher Loucks, Mr. JOHN PICKENS, aged about 20 years. This young and gallant volunteer was lately discharged on account of sickness, and had just reached this city, on his way to his home, near Peru, Ind. Worn down by disease, and emaciated to the last degree, the fell destroyer overtook him. With the hopes of once more beholding his home, and of again being embraced in the fond arms of a mother who but lately unclasped them and bid him forth a man, he had urged his way homeward. His race is ended; and we have the satisfaction only remaining, to state that it ended among friends who esteemed and respected him. He was one to be loved, and his demise has cast a sincere gloom over his old associates. May the promises of Holy Writ be fulfilled in his behalf, and that of his bereaved family and relatives generally.

A soldier was recently killed near Jefferson barracks, under the following circumstances: Some fifteen or twenty regulars had gone to the house of a person residing about two miles from the barracks, and had commenced killing his turkeys, and in other respects acting in a reprehensible manner. The officer of the day, hearing of the circumstance, rode over, and ordered them to return. The men were intoxicated, and refused to obey. One of them finally picked up a stick, or club, and approached the officer in a threatening attitude. The officer fired a pistol, and the soldier fell dead.

ATTORNEY GENERAL.—Nathan Clifford, Esq., of Maine, has been appointed by the President to the office of Attorney General of the U. S. The Union observes that this is the first cabinet appointment which Maine has ever received, and we hazard little in the assertion that the mantle has fallen upon shoulders which are worthy of wearing it. Mr. Clifford is in the prime of life. On leaving the Congress of the United States, he left a name behind him of which any citizen may be justly proud. In the national councils, as well as in his own State, he has been distinguished by the integrity of his character, the firmness of his principles.

THE RICHMOND TRAGEDY.—The lastings court, to which the case of Myers had been referred, have discharged the parties from all further prosecution, by a vote of five to two. The Richmond paper says: "The announcement of this result was received with enthusiastic shouts of applause from a crowded court room, which we cannot trust ourselves to describe."

"We see it stated in an Illinois paper, that the Michigan City Branch of the State Bank of Indiana (the individual stock in which is recently been purchased by three citizens of Illinois) is about to be removed to Chicago! How is this!—Lafayette Journal.

Who knows?
They talk of removing the Museum now at Lafayette to Indianapolis. It would be a profitable move no doubt, if there existed a suitable building. How would it do to remodel the Circle building for that purpose?
The snow is about a foot deep in some parts of Canada.

The Mails.
We are assured by a friend at Washington, who has every means of knowing, that the causes of the present irregularity in the mails are to be traced to the large distributing offices in the East—Washington, Baltimore, Philadelphia and New York—where the mail bags are made up directly for Cincinnati, Louisville, St. Louis, and other western towns, and labelled, and not opened until they arrive at their destination. In the offices mentioned, as well as in all the large offices generally, there is a great deficiency of clerks. They have not force enough for the labor they are required to perform. The late postoffice law greatly increased the amount of labor in those offices, and made no provision for additional aid. A bill to remedy this passed the House at the last session, but failed in the Senate for want of time. We are now informed that Major Hobbs, with the aid of Mr. Hale, the late efficient postmaster at Wheeling, has prepared specific instructions to the distributing post-offices in relation to a new and improved mode of distribution to be adopted,—naming the counties as well as States, where the distribution is to be made,—for instance, the distribution for all the eastern counties in Indiana, is to be made at Columbus, O. All the extreme north, at Toledo. The south-eastern at Cincinnati; and the south-western at Louisville, and the remainder at Indianapolis.

Such an arrangement, faithfully executed, we should think would remedy many of the evils heretofore existing. And that such is the earnest desire of the Postmaster General, we have not the least doubt.

Lafayette papers of Oct. 16th were received here on the 20th. A fine daily mail.—State Sentinel.

In justice to our Postmaster, we feel it due to state, that the Courier of the 16th, directed to Indianapolis, was not, in consequence of the sickness of Mr. Jenks, placed in the Postoffice until the 19th. Several times extra packages of Indianapolis papers dated the 12th, were not received here until the 24th, of the same month. Are the Sentinel editors willing that we should charge this failure upon the Postoffice Department, or lay it at the door of the Indianapolis Postmaster? We say "for justitia!"—Lafayette Journal.

We charge no delinquencies upon the "Post-office Department" as seems to be understood by the Journal. The "department" desires to do all its business promptly and efficiently, no doubt. We have complained of particular offices,—and especially of that at Columbus, Ohio. One badly managed office like that, necessarily knocks the whole system into pit.

SUBVERSIVE RELIGION.—Commenting upon the religious ceremonies had by the passengers in the Great Western, after their perilous escape, in which they returned devout thanks for their deliverance, Chapman says: "Resolutions to captains are nothing new, or rather they are so common as to have no force; but a meeting to pass resolutions to Heaven strikes us as decidedly an original idea,—to say no more."—

If the State Sentinel man were providentially saved from drowning, would he return thanks to a rope? The editor misrepresents the proceedings had upon the Great Western, in order to take a sting at the religious views of those on board, at the expense of his own—Wabash Express.

The last paragraph of the above is a base falsehood; and the entire statements of the Express are mean and dirty misrepresentations. To prove its falsehood as to the resolution of thanks passed by the passengers of the Great Western, in the absence of the proceedings themselves, as published in the New York Journal of Commerce, which are not now at hand, take the following comments of the New York Globe on the subject, which were made at the time:

THANKING THE MOST HIGH BY RESOLUTION.—We place upon the board of the Great Western, after the storm had abated. The idea of thanking God by proxy, in this manner and deposing a Committee to draft the resolve, is certainly novel. The clause, including the "Captains, officers and crew," in the same vote of thanks, is not the least curious part of the affair.

"Resolved, That a Committee be appointed to draft a resolution expressive of our gratitude to Almighty God for his great goodness in our almost miraculous deliverance from destruction; and also to the captain, officers and crew of the ship, for their arduous labors, and their skill, firmness and perseverance, in carrying the ship through her late perilous condition."

The serious reader will probably be still further astonished to learn that this Parliamentary mummery was actually carried out, and that the Almighty received a vote of thanks for his exceeding kindness and providential care, precisely in the same manner that captains of packet ships are frequently complimented at the close of dangerous and protracted voyages.

"People, for aught we care, may worship God as they choose, either through committee or otherwise; and Mr. Grey's peculiar notions, in such matters, render the Tribune eminently appropriate, as the medium through which such ceremonies may be spread before the world. When people, however, parade their method of devotion through the press, they cannot complain if it be commented upon."

The Globe here, like ourselves, spoke disparagingly, not of the proper acknowledgments due to Almighty God, but of the singular and unprecedented manner adopted. This the Editor of the Express must have sense enough to comprehend, however ignorant he may be as to the facts that South America is not North America, and that Pizarro and Cortez were not one and the same. He misrepresents, however, for sinister purposes,—a common trick of unprincipled hypocrites and knaves. Such rascals are practical atheists, let them profess what they may.

THE ISSUES.—The Baltimore Patriot publishes the following as the issues of the 18th:
The repeal of the British tariff.
The repeal of the Sub-Treasury.
Protection to American industry.
A currency for the people as well as the Government.
The last issue means, of course, a National Bank. It is a fact, no doubt, that the Whig leaders hanker after such an institution as much as ever; and whenever they get power, if they ever do, they will establish such a Bank if they can. By Banks and Tariffs they live on the sweat of the honest man's brow. Without them, they must work for a living like the rest of the world.

BANK THIEF.—A large defalcation has been discovered in the accounts of Richard J. Turner, one of the officers of the Mech. Bank of Baltimore. He has absconded, and \$1600 is offered for his capture. He has plundered by means of false entries and forced balances of the most ingenious character. The examination of the books has not yet been finished, but it is thought that the amount will reach \$12,000 or \$15,000. He has been living high, and evidently beyond his salary, for some time past.

They talk of removing the Museum now at Lafayette to Indianapolis. It would be a profitable move no doubt, if there existed a suitable building. How would it do to remodel the Circle building for that purpose?
The snow is about a foot deep in some parts of Canada.

Prosecuting Attorney of the 5th Dist.

We have at length received complete returns of the election of Prosecuting Attorney of this District, and give them below. We intend to make an arrangement hereafter, if possible, to obtain them by other means than now provided by law. If the law can't get them, we believe good pay will.

Counties.	Lander.	Finch.	Herod.
Bartholomew,	732	14	1631
Boon,	875	205	150
Johann,	835	591	151
Hancock,	607	335	279
Marion,	1509	834	598
Shelby,	1055	413	490
Hamilton,	556	216	547
Hendricks,	671	298	737
	6,673	2,896	4,233

Lander over Finch, 3,777. Over Herod, 2,440.

Another Turk!

On Friday last, a crowd gathered in Washington street, opposite Browning's Hotel, with countenances upturned, indicative of profound amazement! They seemed as if struck by the sudden appearance of some unaccountable celestial phenomenon. Attracted thither ourselves, we discovered the cause of wonder to be the erection of the sign of "Le Grand Turque," at the "Tobacco Emporium" of our friend "COMTE DE PLANTAGENET," or as very familiarly known, Mr. RICHARD IRVING, Esq. We took a survey of his sublime majesty, (the handiwork of our esteemed fellow citizen Jacob Cox, Esq.) seated cross-legged beneath a splendid canopy, and fitted out in pure oriental costume, his pipe in his mouth, his eyes enveloped in a volume of the delightful smoke of the heavenly weed—presenting a happy and enviable picture of the most tranquil enjoyment! He is the impersonation of the luxury of smoking. A placid smile, like that of the sun beaming through the gloom of a winter sky, plays upon his countenance and seems to say to all who behold it—"Come and do likewise." Let not the invitation be neglected. Let all who would revel in the fume of a good pipe or cigar, or feed on the genuine weed converted into Tobacco of all "sorts, shapes and sizes," repair to the Central Emporium, at the sign of the Grand Turk!! Where's HORACE!

We would call the special attention of travelers and shippers of goods to the advertisement of the Madison and Cincinnati steam-packet Swiftsure No. 4, which appears in another column. The Master, Mr. WRIGHT is well known and highly esteemed by many of our citizens, as the former Representative in the General Assembly, from Switzerland county. He is a first rate fellow, in every respect. The Swiftsure No. 4 is worthy of her name, and is not excelled by any of the Mail boats in speed, safety and convenience. Her hours of departure from the ultimate points of her trip are regular, and though she never is permitted to race with other boats, she generally goes by them all. Of these facts we are assured by Joseph M. Moore, Esq., and Senator J. D. Bright, who have ample opportunities to know all about the boat and her master; and by others who have recently had the pleasure of making a trip upon her. We are sure, therefore, that our travellers and business men cannot do better than to give their patronage to the "Swiftsure, No. 4."

FROM VERA CRUZ.—We have news from Vera Cruz to the 6th of October. There was little of importance striking at that quarter, although various rumors reached the ships of our squadron, from time to time, from the shore, all, however, of such a vague nature as to bid defiance to any ingenuity to fix on them any kind of precision that would render them of sufficient interest to record. Gen. Paredes, who had been for some time a prisoner in the castle of San Juan de Ulloa, has been set at liberty, on condition of going into voluntary exile. He left Vera Cruz on the 2d instant, in the last British steamer, for Havana, the usual asylum of fallen Mexican greatness. So the wheel of fortune turns—now this votary of ambition upmost, now that. Another revolution of the ever-rolling emblem—another fit of caprice on the part of the inconstant goddess—a shift of the popular breeze *sans popularis aura*, and the two imperious soldiers, who have succeeded each other in ruling the destinies of their common country, may once more change places, to be again supplanted as popular favorites and flows. He was treated with much respect as he quitted the shore, the castle firing a presidential salute.

No hostile demonstration had been lately made by the squadron. Things were precisely in statu quo—just as they were when the last news reached us. Reports, however, were current among the ships, and implicitly believed, that another attack was soon to be made on Alvarado. The rumor to this effect gained force, in consequence of the recent capture by one of the United States vessels, of a Mexican brig, which was in process of refitting for some such purpose as the one here mentioned.

AN ARRIVAL AT PHILADELPHIA brings news from Havana to the 10th Oct. By news from Mexico, received at Havana, it appears that Santa Anna has taken up his line of march for the city of Mexico, 25th September, for the theatre of war, at the head of 4000 troops. A decree had been recently issued at the city of Mexico, reducing the duties on all articles of import 50 per cent. The laws prohibiting the importation of certain descriptions of merchandise, have been suspended.

Com. Sloat, of the U. S. Pacific Squadron was at Havana on the 10th inst., having arrived with five or six other officers from Monterey, on the Pacific. He was to sail next day for Charleston, S. C., on his way to the seat of Government. He hoisted his pennant on board the U. S. brig Perry.

McLEAN vs. CLAY—Whig Integros.—The New York Evening Post states that Ex-Governor Seward, a leader of the Demagogue division of the Whig party in New York, with the approbation of the conductors of the Albany Journal and N. Y. Tribune, has opened a correspondence with Judge McLean, of Ohio, in which the whig party are sold by contract to the use of the judge, for the presidential race of 1848. The Clay portion of the whigs have not been consulted in this compact, nor even informed of its terms, prior to its being consummated. The object for which it is being consummated, is to crowd off the friends of Mr. Clay in season from the track. It, of course, will be made to appear, if the judge should be successful, that he owes his elevation to the ex-governor and his associates, as a reward for which they will have a commanding voice in the distribution of patronage.

A NEW COUNTERFEIT is thus described in the Cincinnati Chronicle:
Dayton Bank Ohio.—5's, letter A, dated Oct. 11th, 1845. It is regularly countersigned by the Register. The bill is half of an inch shorter than the genuine. The flourish over the letter "A," which should be the same as over "No. 1" is just the reverse. There is no dot after demand in the counterfeit. The engraving is slightly inferior to the genuine.

Some excitement has been occasioned at Monterey by the refusal of Gen. Taylor to allow Col. Casano to open a stock of goods at Monterey, which he had brought there at great expense. It is said he was required to pay over to the alcalde of the city the same duties which would have been exacted had a Mexican imported them for sale.

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From the Rio Grande.

The steambot Galveston arrived at New Orleans on the evening of the 20th, from Brazos, with advices to the 16th inst.

Monterey was in the quiet possession of General Taylor's army. Gen. Smith writes that "we have taken thirty-two pieces of brass cannon, and an immense amount of ordnance stores, and we are now in the possession of all the works, the city and surrounding country."

Lieuts. Sacket and Curd came passengers in the Galveston, the latter is bearer of despatches to Washington.

The Picayune says: "Two men who distinguished themselves by the manner in which they served Mexican guns at Monterey, were despatched from our artillery. They were despatched at Fort Brown. One of them, an Irishman, is named Reilly; the name of the other has escaped our informant."

The report of the death of Col. McClung of the Mississippi volunteers, was totally unfounded. An officer who left Monterey on the 6th inst. says that he was improving and it was thought he would recover. His friends will regret to hear that Lieut. Dilworth of the 1st Infantry, died of his wounds. Lieut. Graham of the 4th Infantry, was still alive, and hopes were entertained that he would recover. He is so desperately wounded that his recovery would be deemed a miracle, but he has great strength of constitution and his numerous friends do not despair.

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From the Pacific.

The Washington correspondent of the Philadelphia Ledger states that despatches have been received at the Navy Department from Commodore Sloat, showing that every thing was going on well in the Pacific, and that but few obstacles were made by the Mexicans to our fleet taking possession of the whole coast of Upper and Lower California. The U. S. Banner floated from the heights of Monterey and San Francisco, the most beautiful harbor on the whole coast, perhaps the most capacious and secure in the whole world.

The foreign population of California were delighted with the prospect of forming part and parcel of the Republic of the United States, and received our ships and men every where with marks of friendship and devotion. The Mexican Governor, General Castro, who still holds out at the head of 100 Mexicans—the whole force he could muster to his aid—is hotly pursued by our gallant Col. Fremont, who effected a junction with our fleet down the coast, came down to San Francisco, and is now at the head of 150 gallant riflemen, (with whom, it is confidently expected, he will capture the Mexican Governor, General, Commander-in-Chief, General Staff, Commissariat and all on his way to the city de Los Angeles. By the time I write there is no doubt whatever but that the United States forces are in complete possession of Upper and Lower California.

Commodore Sloat is on his way home, and expected in Washington in a day or two. He left Commodore Stockton in command of the squadron in the Pacific, from whom private letters have also reached this place. Commodore Stockton has no doubt that he will be able, with the force under his command, to hold both California; but suspects the Mexican population of some deep-seated hatred against the United States, and that without exception in favor of annexation. California is forever lost to Mexico, and now part and parcel of a civilized republic.

The Mexican population are still made to believe that England will eventually intercede in their behalf; but a late occurrence seems to have set them right on that score. The Collingwood, eighty-gun flag ship of the line, Admiral Sir George Seymour, arrived at San Francisco, and exchanged civilities with Commodore Stockton, by whom she was kindly furnished with some spare she stood in need of. Shortly after, Sir George left for the Sandwich islands, after exchanging salutes with the American flag ship. This occurrence seems to have disenchanted the Mexicans in regard to their expectation of British aid, which would render the position of our force there more secure.

From the N. Y. Journal of Commerce.
Late and interesting from our Pacific Squadron.
Extract of a letter dated Dec. 12, 1846.

Com. Stockton has declared the whole of the coast of Mexico in the Pacific in a state of blockade. Com. Stockton has established himself governor in the capital of Upper California. It is reported that the ports of Lower California are to be taken possession of, and San Blas made a rendezvous for the squadron and the prizes.

The Crane arrived off San Blas on the 2d of this month, and sent the notification of the blockade to the authorities. She is cruising off the coast, occasionally anchors in the bay, and has seized a couple of coasting vessels. Another vessel has also arrived off Mazatlan, and has cut out of that harbor a coasting vessel.

LOSS OF THE COL. HARNEY—FIFTEEN LIVES LOST!
—It will be seen by the annexed report of the steamer Galveston at New Orleans from Brazos that another deplorable steamboat casualty has occurred—the Col. Harney having been lost with fifteen lives.

On Tuesday morning, the 12th inst., the steamer Col. Harney, with a full cargo of government stores, bound for the mouth of the Rio Grande, got up steam and started on her way. She was proceeding on her course, and the tide setting in caused her to make greater than ordinary exertions, and she broke her steam pipe. The steamer Monmouth, being in the act of crossing the bar just after the Col. Harney, and seeing her perilous condition, immediately took her in tow and started for the mouth of the Rio Grande.

After proceeding down the coast some distance, she was overtaken by the steamer Mentor; and the Monmouth drawing too much water to enter the mouth of the river, gave her in charge of the Mentor. After arriving at the mouth of the river, and making two ineffectual attempts to get her in, the breakers being very high and the wind blowing out, she was left at anchor outside of the bar. A short time after anchoring, it was found that she was getting pieces, every one breaking over. Every exertion was made from the shore to render assistance to those on board, the Mentor and Virginia attempting to go alongside, but it was so rough that it was impossible, and the Virginia was near being wrecked; she rolled off her chimneys, broke her hog chains, braces, &c., and was greatly injured in every respect. The Harney, being unable to proceed, was being strewn along the shore for about five miles. There were twenty-eight persons on board, thirteen of whom were saved. Capt. Shannon and Roomey the mate, pilot, and two engineers were saved—the names of the balance were not known. Of the fifteen drowned or lost, none were known. The pilot saved three persons and the rest came ashore on pieces.

"The Covington "People's Friend," of the 31st Oct. contains the following. We have not noticed any statement of the loss of the vessel mentioned, in any other paper:

A letter from Surgeon Jones of the 1st Regiment of Indiana volunteers, dated New Orleans, Oct. 14th, conveys the melancholy intelligence of the loss of the brig Hope-House. She had about one hundred and thirty discharged volunteers on board, who were returning home, and have no doubt found a watery grave. Many of them belonged to Montgomery and Putnam counties, and among them Capt. John B. Powers of the Indiana volunteers. Not a word is said in this bulletin of the fate of the vessel, further than that there is no longer hope for her.

The Revenue Steamer P.V.K. was launched at Richmond, Va., on Monday. She is constructed entirely of Virginia iron, manufactured at the Tredgrew Iron Works; is 128 feet dock, 26 feet beam, and 10 feet 9 inches hold. She is supplied with two half beam masted engines, of fifty horse power each; is pierced for ten guns and a long gun amidships. The vessel was constructed under the general superintendence of Capt. H. T. Hunter, and is highly spoken of, both for her beautiful model and finished workmanship, in which respects, it is said, she will vie with any vessel yet built—very particularly attesting the skill and competency of the artists engaged upon her. The occasion was quite a grand day at Richmond, and the launch was witnessed by "an immense concourse of citizens."

GOVERNMENT FINANCES.—The Washington Union, commenting on the misstatements of New York papers with regard to the financial prospects of the Government, says: "We state upon authority which cannot be disputed—from an extensive investigation into the receipts and profits of the revenue made at the great emporium of commerce, New York, and at other points—that the estimate of the Secretary of the Treasury of the proceeds of the tariff of 1846, to the amount of twenty-eight millions, is most likely to fall short of the truth. The estimate is now about thirty millions, instead of twenty-eight."

The portion of Oregon that belongs to the United States is said to contain 300,000 square miles, which is more than six times the superficies of the State of New York. On approaching the coast from sea, ridges of high lands appear on either hand as far as the sight extends, and the more elevated points serve as landmarks to guide the mariner through the intricate channel across the bar of Columbia river.

Six hundred recruits for the regular service are on Governor's Island, New York, and will be formed into a battalion, officered by officers who were in the battles of Palo Alto and Resaca de la Palma, and probably sail in a week aboard steamship Massachusetts for Point Isabel.

PRESENT TO GENERAL TAYLOR.—A splendid silver pitcher has been manufactured by A. B. Warden of Philadelphia, at the order of a Committee from the citizens of Louisville, Ky., intended as a present to the gallant Taylor for the victories he has achieved for his country.

The profits of the London Punch is said to be \$50,000 a year. They are well paid for their wit-als.

The Richmond Tragedy.

The following is the letter, in answer to which, it is supposed that Hoyt's letter, intercepted by Mr. Pollard, was written:

ALTA VISTA, June 13.
It has been but three days, my beloved one, and I have parted; but in that brief time, I have endured years of misery—suffered, my God! words cannot half express. I told you, dearest, it would be impossible for me to write to you, but I am actually so miserable, so wretched, that my very life depends on writing you, my angel, and I feel that I cannot support existence, unless I can enjoy the sweet privilege of telling you, darling, every thought, every feeling of this devoted, adoring heart—I must write you, dearest, even if it cost me my soul, my breath, for were I not, I should die. To live when away from you, love, without the sweet interchange of affection, is worse than death; for my very bosom is torn with wretchedness, when separated from you, and the only means by which I can live, thus divided, is to write to you, dearest, and tell you how I love you.

Only think, darling, what love I have for you, and oh! then doubt is impossible. And think, too, dearest, it is in your power to make me the happiest of mortals. Oh! I wish I could tell you how I love you, dearest, then I should be in Heaven; for where thou art, darling, there is paradise to me. Again dear love, I beseech you, think on all I have said to you, and if you will, my angel, I will be true to you, and I will love you as long as I live. Do you not think so? Darling, I should have mentioned this subject, but each hour, I assure you, convinces me more and more that I can no longer remain as I now am; but, perhaps, dear, you may not believe me, love me just the same. Oh, I pray Heaven you do, for it is the only thing that enables me to support this wretched existence. Darling, believe me when I tell you that I am not deceiving you, and that I am no longer the same man as I was when I first met you. I am no longer the same man as I was when I first met you. I am no longer the same man as I was when I first met you.

Commodore Sloat is on his way home, and expected in Washington in a day or two. He left Commodore Stockton in command of the squadron in the Pacific, from whom private letters have also reached this place. Commodore Stockton has no doubt that he will be able, with the force under his command, to hold both California; but suspects the Mexican population of some deep-seated hatred against the United States, and that without exception in favor of annexation. California is forever lost to Mexico, and now part and parcel of a civilized republic.

The Mexican population are still made to believe that England will eventually intercede in their behalf; but a late occurrence seems to have set them right on that score. The Collingwood, eighty-gun flag ship of the line, Admiral Sir George Seymour, arrived at San Francisco, and exchanged civilities with Commodore Stockton, by whom she was kindly furnished with some spare she stood in need of. Shortly after, Sir George left for the Sandwich islands, after exchanging salutes with the American flag ship. This occurrence seems to have disenchanted the Mexicans in regard to their expectation of British aid, which would render the position of our force there more secure.

From the N. Y. Journal of Commerce.
Late and interesting from our Pacific Squadron.
Extract of a letter dated Dec. 12, 1846.

Com. Stockton has declared the whole of the coast of Mexico in the Pacific in a state of blockade. Com. Stockton has established himself governor in the capital of Upper California. It is reported that the ports of Lower California are to be taken possession of, and San Blas made a rendezvous for the squadron and the prizes