

CORRESPONDENCE BETWEEN THE WAR DEPARTMENT AND GEN. TAYLOR.

We have a letter from General Taylor, dated Nov. 8, 1846, from the Camp near Monterey, and directed to the Adjutant General at Washington.

The Convention presents two distinct points. First, the permission granted the Mexican army to retire, with their arms, &c. Secondly, the temporary cessation of hostilities for the term of eight weeks.

The force with which I marched on Monterey was limited by causes beyond my control to about 6,000. With this force, as every military man must admit who has seen the ground, it was entirely impossible to invest Monterey so closely as to prevent the escape of the garrison.

In regard to the temporary cessation of hostilities, the fact that we are not at this moment, within eleven days of the termination of the period fixed by the convention, prepared to move forward in force, is a sufficient explanation of the military reasons which dictated this suspension of arms.

PARAGRAPHS FROM PRENTICE. From the Louisville Journal. The Washington Union says the President is determined, that, if a peace be concluded between the United States and Mexico, it shall be a permanent one.

The Washington Union acknowledges that there is "a breach in the Democracy of New York, and a still more alarming breach in the Democracy of Pennsylvania."

HEROIC! Among the items of news from the Army, we find the following record of a heroic feat performed by Captain Henry of Texas.

MISSOURI ELOQUENCE. The bill for the destruction of wolves, alias for the protection of pigs and babies, being under consideration in the Missouri Legislature, Mr. [Name] arose and said:

There is not a sentence, a word, in this whole communication, but should be deeply engraved into the mind. It is a complete refutation of the malicious attack upon the gallant Taylor's military character, which, if not instituted, has been encouraged by the Administration.

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ADDRESS.

On Saturday, the 27th February, several Young Ladies belonging to the Snowwick Seminary, were presented with testimonials of scholarship, &c., on which occasion, the following Address was delivered by the Principal, Rev. J. F. FINCK:

Young Ladies: As you have completed the course of study prescribed by the Officers of this Institution, the Principal and Teachers present you, with pleasure, this testimonial.

In performing this last act of official duty, you will allow me to add a few remarks. And in the first place, I would remind you that though you have completed the course of study prescribed, you have not finished your studies nor completed your education.

The time allowed for prosecuting a course of study, particularly to females, is too short to admit of that thoroughness which every student must desire, and which the present age demands in all who shall exert much influence upon passing and coming events.

But remember what I have often told you, viz: that our Literature contains much that is poisonous, as well as much that is pure and noble. You must not, like the unfeeling bird, swallow any kind of food that is offered to you, but select what is best, and read with discrimination.

You must have opinions upon many subjects, and act in various relations; and your opinions and actions must affect the destinies of others, as well as your own. Let your opinions, therefore, be formed with care, and let your conduct be controlled more by reason and intelligence, than by impulse or circumstance.

JUDGE MARTIN'S WILL. We see by a notice in the New Orleans papers, that the last Will and Testament of the late Hon. F. X. MARTIN, is likely to be contested in that City.

FELIS ET MURES. A FABLE. Felis sedit by a hole, Intenti sic cum omni solum. Prenderat rats; Mice cucurrerunt over the floor, In numero duo, tres, or more— Obliti cats.

MORAL. Mures omnes nunc be shy, Et aurem prebe mihi— Benigne. Sic felis verbum sat. Avoid a devilish big cat— Studiosus!

That is a capital anecdote of "Kentuck" in the New York Spirit of the Times, illustrating the thickness and insensibility of a negro's heel. Ten or twelve "color'd pussans" were snoozing in one of their cabins with their feet in the fire, when one of them suddenly exclaimed:— "I smell foot a-burnin'!"

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AMERICAN OFFICERS KILLED AND WOUNDED AT THE BATTLE OF BUENA VISTA.

General Staff—Killed: Capt. Geo. Lincoln, Asst. Adjutant General, Wounded: Asst. Adj. Gen. J. M. Smith, Major J. M. Smith, Topographical Engineers, slightly.

1st Dragoons—Wounded: Capt. E. Steen, severely. Company E, 2d Artillery—Wounded: 2d Lieut. W. G. French, severely. Company E, 4th Artillery—Wounded: 1st Lieut. O'Brien, slightly.

Mississippi Rifles—Killed: 1st Lt. R. L. Moore; 2d Lieut. Francis McNulty. Wounded: Col. Jefferson Davis, severely; Capt. J. M. Sharp, severely; Lt. A. B. Corwin, slightly; Lt. Carney Post, slightly; Lt. J. P. Stockton, slightly.

Kentucky Cavalry—Killed: Adj't E. M. Vaughan. Wounded: one Captain and three Lieutenants. Arkansas Cavalry—Killed: Col. Archibald Yell and Capt. Andrew R. Porter. Wounded: Lieut. Thomas A. Reader.

2d Regiment—Killed: Capt. T. B. Kinder, Capt. Wm. Walker, and Lieut. Thos. C. Pharr. Wounded: Capt. W. L. Sanderson, slightly; Capt. John Osborn, slightly; Lieut. S. W. Gayles, slightly; Lt. H. Pennington, slightly; Lieut. David S. Lewis, slightly; Lt. Joshua Moore, slightly; Lieut. Justin Davis, slightly; and Lieut. J. A. Epperson, slightly.

3d Regiment—Killed: Captain James Faggart. Wounded: Major W. A. Gorman and Capt. J. M. Sleep, slightly. ILLINOIS BRIGADE. 1st Regiment—Killed: Col. J. J. Hardin, Capt. J. W. Zabriskie and Lieut. Bryan H. Haughton—Wounded: Lt. S. L. McConnell and Lt. Heskiah Evans, slightly.

2d Regiment—Killed: Capt. Woodward; Lieuts. A. B. Brantree, Fletcher, Ferguson, Robbins, Lelly, Bartleson, Atherton and Price. Wounded: Capt. Coffey; Capt. Baker; Lieut. J. A. Pickett; Lieut. Englemann; Lieut. Steer; Lieut. West; Adj't Whiteside. TEXAS COMPANY. Killed: 1st Lieut. Campbell; 2d Lieut. Leonard. Wounded: Capt. Conner.

MATAMOROS, March 9th, 1847. Six: The foregoing is a copy of a statement handed to me by Surgeon Turner, U. S. Army, just arrived at this place from Camargo, which is corroborated by a letter from Lieut. Britton, Assistant Commissary at Camargo. Very respectfully, your obt'd serv't. J. P. TAYLOR, Lt. Col. and A. C. G. S.

THE MAIL SERVICE. All agree that the mail service of this country was never in a more deplorable condition than at present. While all unite in censuring the department for this, it is but justice to hear what can be said on the other side. On this account, we give place to the following letter from a travelling agent of the department, giving the causes of some of the recent failures. Its statements require no comment from us.—Pittsburg. NEW ORLEANS, March 20, 1847.

DEAR SIR: In answer to yours of yesterday, I would state that I left New York on the morning of Sunday, the 7th inst., and reached Petersburg, Va. in due course. Thirteen miles south of that point, the wheels of the tender and baggage wagon were broken, caused by a defect in the rail, there being ten to twelve inches loose. This caused a delay of one entire day, as we only reached Weldon at 10 A. M. on the morning of the 9th, instead of 9 P. M. the evening previous.

Left Weldon the same evening, and arrived at Wilmington in excellent time—say 10 A. M. precisely. Charleston boat did not arrive until 12 P. M., and found upon inquiry that for the last ninety days there has been only two boats on the route, consequently barely time to put in fuel. Left Wilmington about 3 P. M. and arrived at Charleston dock 5 minutes to 5. The captain of the Dudley had previously assured the Southern agents, and great despatch was used in forwarding the mail to the depot. At 7 minutes past 9, the passengers arrived at the depot and found the mail carts and mail at the gate. The cars, however, had started, but were not one hundred yards from the office door, and by a wave of the hand could have been recalled. Upon inquiry of the clerk at the depot, whether they were not in the habit of waiting a few minutes for the mail, at least, received for answer that when the boat was between the two forts in Charleston harbor, they waited for the mail, but that morning they had not looked. This caused the second failure. On the morning of the 12th, left Charleston at 25 minutes past 9, (Wilmington boat not in sight,) and reached Augusta in due course. Between Augusta and Atlanta the freight train run off, causing a delay of six hours and the third failure. On the morning of the 14th inst. were joined by the mail of the day previous. Passengers reported there being no mail next day beyond Charleston, there being no boat at Wilmington (since not arrived), the being no mail yesterday. Arrived at Montgomery in regular time. There was, however, I understand, a fourth failure, between Montgomery and Stockton. This does not surprise me, as I passed over that road some four weeks since, and found it in an awful condition. To me it is a matter of surprise that they make, at present, any time at all. I would rather forbear making any comment on the foregoing statement, but the failures have been so regular during the last few months, that I took particular notice of all the causes, and must say that this last journey has fully confirmed opinions previously formed, viz: that throughout the entire route, from Washington to Griffin, the railroad companies are as perfectly indifferent about the failure of the mail, or rather its regular transmission, as the inhabitants of Asia.

The first and third failures may be said to be the result of accident, and unavoidable. I do not think so. A little examination must have shown the want of ten or twelve inches of rail; but I presume it was left for a mail failure, or the upsetting of a locomotive and the endangering thirty or forty lives, to make the discovery. You can judge better than I can, whether, at only thirteen miles from the depot of Petersburg, another locomotive could not have been procured, (a messenger having been immediately dispatched on horseback for that purpose,) and by this time the failures have been so regular during the last few months, that I took particular notice of all the causes, and must say that this last journey has fully confirmed opinions previously formed, viz: that throughout the entire route, from Washington to Griffin, the railroad companies are as perfectly indifferent about the failure of the mail, or rather its regular transmission, as the inhabitants of Asia.

The same remark applies to the third failure. It was the duty of the conductor, or engineer, or the party having charge of the freight train on the Georgia road, upon finding that it would cause a delay of two mails already behind time, to have removed the one car from the track altogether. The independence of the South Carolina road, I have no doubt is well known to you; also the total want of the Wilmington boats for the purposes to which they are put. I have ever found on the stage route the greatest anxiety to save the mail, and great exertions used for that purpose; and when we look at the country through which they pass, and the many difficulties they have to encounter, their regularity is wonderful. These parties who blame the department for the failure of the mail, are profoundly ignorant of the subject on which they speak. The department cannot control the ten different railroads, and unfortunately those parties who do, know they have the department in their power and act accordingly. Very respectfully, yours, R. H. MONTGOMERY.

An Irishman, named James Malone, committed a murder thirty-six years ago in Ireland, and eluded justice by escaping to America. After living in this country for eighteen years, he returned to Ireland, where, after remaining in security eighteen years more, he has just been identified as the murderer, informed of, and committed to trial. He is now over 70 years of age.

THE FIRST ST. LOUIS AGRICULTURAL SOCIETY.—BY SOLITAIRE. I may not be as faithful a historian as could be selected, but I will, as near as I possess them, relate my facts, and leave to those who may hereafter search the State archives to note our progress, the task of giving a more authentic version.

The first St. Louis Agricultural Society, as far as I can discover, was started by three or four farmers, who, although they were gifted with an abundance of the theory of cultivation, yet they had never seen a potato in the field, or of the raising of cabbage knew more than a dandy. The old farmers looked upon the society with much suspicion, and, like all new projects, gave it the "cold shoulder," but they were, nevertheless, curious to see how the new system of farming by science would succeed.

EXTENSION OF THE RALEIGH AND GASTON RAILROAD—A CHANCE FOR CAPITALISTS.

The act of the North Carolina Legislature, incorporating the North and South Carolina Rail Road Company, affords a fair opportunity to capitalists for a judicious investment.

This Road, when completed, will be a link in the great Rail Road chain, stretching from Raleigh to South. It is the route which a variety of considerations point out as the proper one. Three out of it is the most direct, the most healthy route, and the one which can be made at the least expense. The capital stock authorized to be held by the Company—\$1,200,000, will be amply sufficient to make the Road, and the subscribers of at least 6 per cent. from the investment. Commencing at the terminus of the Raleigh and Gaston Rail Road at Raleigh, it will pass through the flourishing town of Fayetteville and connect with the Camden Rail Road in South Carolina. A glance at the Map will show that it will be a portion of the most direct Rail Road route from North to South. All accounts agree that the country is admirably adapted for the construction of a road of this kind, and that the soil is very fertile, and having an excellent foundation as to soil.

This is no visionary scheme, like the Richmond and Danville Rail Road, which commences somewhere and ends nowhere, but an enterprise which should command the earnest attention of capitalists and of all who desire to see the great connection between the North and South completed in the most eligible manner. Petersburg Intelligencer.

A HINT.—In an account, by the Richmond Whig, of a public meeting in that City, to further the construction of the Richmond and Danville Rail Road, we find the following remarks: "The Richmond and Danville Road has already attracted attention abroad. A striking evidence of this was furnished by a letter, read to the meeting on Monday evening, from a gentleman in New York proposing to contract for the construction of the entire line, and to take from 100,000 to 150,000 of the stock in part payment. This mode of proceeding has been quite common in the Northern States—and some of the wealthiest men in Boston have revealed an inconsiderable portion of their fortunes from the appreciation in the value of the stock of the roads in which the contractors, for the purpose of obtaining the work, became largely interested as shareholders."

Now if the projected Richmond and Danville Road is deemed worthy of such notice, and of an offer, how much more the Metropolitan Rail Road, the great thoroughfare for the immense travel between the North and South! Fayetteville Observer.

A traveller, journeying through Texas on foot, came to a creek which was swollen by the rains and running like "a mill tail," as the saying is. A floating log, made fast by a grape vine to either bank, was the only thing in the shape of a bridge he could discover, and the swift current was running on either side of this. Two hours hard labor in bringing sticks and brush served to form a raft by which he could reach one end of the log, which sunk and tottered as he placed his foot upon it. The traveller, however, after rolling off into the water twice, was finally enabled to "coon" himself to the other end of the log on all fours; but new difficulties now beset him, for he was still not across, and a raging current was between him and the bank. A violent leap and plunge, however, enabled him to reach and seize the grape vine, and with the aid of this, and much scrambling, splashing and floundering, he finally found himself on dry land on the opposite side, completely exhausted by his forenoon's work. He shook the water from his ears, spouted the water from his mouth, and while resting himself after his exertions, noticed a slip of paper stuck upon a stake close by. Upon examining the paper he found written upon it, in a round, bold hand, the following emphatic warning: "One dollar fine for crossing this bridge faster than a walk!"

THE LATE JUDGE STORY.—We extract the following passage from Mr. WEBSTER'S late argument before the Supreme Court of the U. States in the case of the Steamer Lexington, as reported in the Washington National Era: It is a great truth, that England has never produced any eminent writer on natural or general public law—no elementary writer, who has made the subject his own—who has breathed his own breath into it and made it live. In English Jurisprudence, Sir William Scott, it is true, has done much to enlighten the public mind upon the subject of prize causes, &c., and in our day McIntosh has written a paper of some merit. But where is your English Grotius! Where is your English Bynaeck! Has England produced one! Not one. The English mind has never been turned to the discussion of general public law. We must go to the courts of Westminster Hall to see the principles of public law! With the exception of a tract by Mansfield, of considerable merit, more great principles of public law have been discussed and settled by this court, within the last twenty years, than in all the common law courts of England for the last hundred years! Nay, more important subjects of law have been examined and passed upon by this bench, in a series of twenty years, than in all Europe for a century past! And I cannot forbear to add, that one in the midst of you has favored the world with a treatise on public law, fit to stand by the side of Grotius—to be the companion of the Institute—a work that is now regarded by the judicature of the world as the great book of the age—Story's Conflict of Laws!

A Washington Correspondent of the New York Globe tells the following anecdote of a new Banker, who has been issuing notes lately: A cunning hair-dresser in town, a native of La Belle France, took advantage of the example set by self-styled "Bankers," and put forth notes by six and a quarter, up to twenty-five cents. One day as he was engaged in his lawful occupation of shaving a customer, a lad came some what abruptly into his shop, and thrust forth a scrap of paper, somewhat resembling a Bank note. "Aha! well, boy, vat you want, eh?" said the Banker. "This 'ere's one of your bills, and I want a quarter in silver for it—'cause nobody won't take it of me!" "You want a quarter in silver, eh!—perhaps you so read the paper, eh!—'cause him!" "Boy, read over 'em. When presented in sums of five dollars and over, 'em in Virginia money." "Aha! you do, vat you want, eh! Go, boy, and get five dollar, and I redém de money." Exit boy in disgust. "Taking his customer by the nose and gliding his razor as smoothly as he could, for the inward chuckling going on, the barber-banker, in a half-soliloquy muttered— "Be gar! it is a great thing to understand de finance! I pay when five dollar come to me— but be gar! I no issue but four dollar and seventy-five cent!" "John, is my coffee hot?" "Not yet, massa; me spit in him, and he no sizzle!"

STATISTICS OF ODD FELLOWS.—From the Odd Fellows' Pocket Diary, just published by T. B. Peterson, we extract the following interesting statistics of the Order in the United States for 1846: Number of Subordinate Lodges, 992; Number of Initiations, 32,316; Contributing Members, 90,753; Number of Brothers relieved, 11,349; Number of Widowed Families relieved, 817; Number of Brothers buried, 495; Revenue of Lodges, \$708,205 40; Amount paid for relief of Widowers, 154,247 82; Amount paid for relief of Orphans, 15,086 12; Amount paid for burying the dead, 3,674 25; Total amount of relief, 927,781 60.

THE VITAL POWER OF THE DOG.—A dog belonging to Mr. M. Clark, of Franklin, Mass., disappeared suddenly and mysteriously on the 22d of December last, and was not seen or heard from until the 17th January, when he was discovered floating on a piece of the broken curb in an old well, and taken out alive. In this cheerless and pitiless condition the dog had remained twenty seven days the coldest weather of the winter—with nothing to support nature excepting water. He had gnawed the curb considerably in several places. Boston Chronotype.

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