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THE STORM ENCOUNTERED BY THE GREAT WESTERN.

We surrender to-day a good deal of the space usually devoted to editorial matter, in order that we may lay before our readers the following thrilling narrative of the dreadful storm encountered by the Great Western, which we are indebted to the N. York Courier and Enquirer:

Saturday, Sept. 12th, 1846.

The steamship Great Western, B. R. Matthews, Esq., Commander, left Liverpool at 4 o'clock P. M., having on board one hundred and twenty-six passengers, Captain, five officers, five engineers and seventy-four crew, in all two hundred and eleven persons.

The weather, generally, was pleasant for the season of the year, and our progress good, averaging 200 miles a day.

Saturday, Sept. 19th.—Lat. 48 34, long. 37 43, at 4 P. M., light airs from the S. E., and foggy; with light drizzling rain. Got the yards aloft, and set the jibs and fore spencer. Breezes refreshing. At 6 set the single reefed main spencer and the square sails with two reefs in the top-sail.

At 8 P. M., the wind increasing and variable to the westward, took in the square sails, outer jib and main spencer. At 10 P. M., freshening gales and ugly weather; sea getting up and tossing high. At midnight, increasing gales and heavy squalls; took in the fore spencer, the outer hand having broken; in the mean time, the inner jib stay hulls eye hook broke and the sail became useless; hauled it down and set the fore stay sail.

The above is an extract from the Captain's log book, and gives an account of the commencement of the awful storm which the Great Western surmounted on her passage from Liverpool to New York; one so terrific during its continuance, and marked by such a signal deliverance in the end, that it should be carefully related.

Sunday, 20th.—At 40 minutes past 2 A. M., continues the log, split the fore sail; took in the remains of it and lay to, under bare poles.

The sea rising frightfully, and breaking over and against the ship. At 4, the wind increased to a heavy storm, and the sea running most furiously at the ship. The wind veering to the N. W., at the same time, and the ship breaking off into the trough of the sea, rendered our situation more critical. A great quantity of water got into the engine room, from the sea breaking over the ship, which was pumped out by the bilge pump.

Sunday morning most of the passengers assembled in the cabin and saloon. Their haggard faces told too surely of the sleepless and anxious night which had passed. Even those most ignorant of nautical affairs could not fail to discover that we were in the midst of great peril. Few could dress with their accustomed care, owing to the violent pitching and constant rolling of the vessel. The stewards abandoned any attempt to prepare the breakfast table, and both then, and throughout the day, were obliged to content themselves with bringing such articles of food as were most convenient, to those who felt any disposition to eat.

At 10 o'clock.—A heavy sea broke over the fore-part of the starboard wheel house, or paddle box, which started the ice-house, and large iron life boat, from their fastenings, and washed them to leeward, and with much difficulty they were temporarily secured.

To understand this the reader must bear in mind that the Great Western is, so to speak, three stories high forward and aft, and two in the waist, or middle of the ship; aft, there is the lower story or cabin, above it the saloon, the roof or covering of which is the quarter deck, and may, for the purposes of description, be considered as a 3d story. In the waist, or middle, the lower story is occupied by the engine room, the roof or covering of which is the main deck. On this main deck, in the centre, are placed the chimney, galleys, and ice-house. The various officers appertaining to the stewards and saloon, are situated at the sides. This part is open, and protected by the wheel-houses and sides of the ship, which rise to the height of 12 feet. The width of the paddle box is about 32 feet. The ice-house contained some seven or eight tons of ice, and was fastened by cleets and stanchions. Let the reader imagine the force of the sea, and the height of the wave, which, rising over the paddle box, struck the ice-house and the large iron life boat above it, twisted them from their fastenings, breaking the ice-house into two parts, ripping off the planks, crushing the starboard companion way, and only prevented from making a clear breach in the sides of the ship, by a sudden lurch to port. Meantime the wind howled most frightfully through the rigging.

At 11 o'clock and 15 minutes A. M., attempted to wear ship, to get her on the other tack (thinking she would be easier), as the wind still continued to veer to northward. Lowered the after gaffs down; manned the fore-rigging, and loosened the weather yard arm of the fore-sail, to pay her off, but found it had no effect. Therefore let her come to again. In the mean time the square sails blew away from the yards.

At 11:30, A. M., the lee quarter boats were torn from the davits by a heavy lurch of the ship, bending the davits, tearing out the ring-bolts from their stems and sterns.

Word was passed among the passengers that two of our boats were gone, and the others were likely to follow, the davits and bolts beginning to give. But not a remark was made; each spoke to the other only through the eye. And the ominous silence which pervaded the whole company, told how sensibly all felt themselves in the very presence of the King of Terrors, uncertain of their doom.

It was wonderful to see how a few short hours changed the condition and feelings of all on board. The grades and distinctions incident to so large a company, varying in social position, citizens of almost all countries, and professing different creeds, yet, in the presence of so imminent danger, all distinctions seemed merged into one common emotion of awe, as we stood together in the court of the great leveler, Death. With this intense feeling which bound us together as one, came also another of an opposite and repelling character. Every heart was deeply occupied with its individual griefs and memories, as if not another shared the peril. Home, with its loved ones, and a thousand cherished hopes and joys, rose fresh to the view, and with a power like the storm, swept over the mind and left it like the ocean-tempest, tost and troubled.

"See," said a gentleman to me, "no one converses, no one reads—all are engaged, each with his own thoughts; and if my wife and children were here, I confess, my feelings would be of the most distressing character." "But,"

THE CAROLINA WATCHMAN.

BRUNER & JAMES, Editors & Proprietors. "KEEP A CHECK UPON ALL YOUR IS SAFE." RULERS: DO THIS, AND LIBERTY Gen'l. Harrison. NEW SERIES, NUMBER 25, OF VOLUME III.

SALISBURY, N. C., FRIDAY, OCTOBER 16, 1846.

said I, "they suffer in your loss." "Very true; yet it is only a question of time, and, whether sooner or later, God's will be done."

At noon, storm and sea raging in all its fury, sea still breaking over the ship, a heavy sea struck the larboard paddle box and smashed it to atoms; sprung the spring beam, breaking the under half; shattered the parts of the ship attached thereto. A splinter struck the captain on the head while standing on the poop, and the force of the blow, together with the sea, carried him over the lee quarter, and he was only saved by the nettings.

"After this sea had passed over, we found the water had gained on the pumps; the wind appeared to lull a little and the ship a little easier, but still blowing a storm. All the hatch-ees, except those made use of for passing into the engine room, were battered down, and the sky-lights partially covered. The weather continued the same until midnight, at which time it lulled for half an hour."

The log conveys to the reader some idea of the state of the ship and effects of the storm on Sunday at noon. Its effects on those below can best be given in the words of a gentleman who remained the greater part of the time in the cabin:

"To convey an idea of the appearance of all around, is out of my power. In the words of Sheridan, 'the tempest roamed in all the terror of its glory.' The atmosphere was surcharged with a thick spray, rendering a look far out to seaward, impossible. The wind howled, roared and bellowed, like the constant mutterings of the thunder cloud. Huge waves of tremendous height and volume, rose in mad display around the ship, threatening every moment to break over us amidships and crush the vessel. Sea after sea striking us with terrific noise, caused the gallant ship to stop for an instant, tremble and shake in every timber from her stem to her stern post, reeling and lurching, tossed to and fro; again would she gather fresh strength, and with her wheels half hid in the wild waters, again and again receive the thundering blows of an element that seemed armed for our destruction.

"The sails on the yards strongly secured by ropes and gaskets, were blown from their furl and streamed out to leeward in ribbons. But all this was as nothing. About 1 p. m., whilst most of us were seated in agonizing suspense in the lower cabin, holding fast to the tables and settees, a sea struck the vessel, and a tremendous crash was heard on deck; instantly the cabin was darkened, and torrents of water came pouring down upon us through the sky-lights.

"Scarcely had the waters reached the floor, when all in the cabins and state rooms sprang to their feet, and simultaneously, as if by concert, the ladies uttered a scream of agony, so painful, so fearful, and so despairing, the sound of it will never be forgotten; and heaven grant that such a wail of anguish may never again be heard by me. Several fainted; others clasped their hands in mute despair, whilst many called aloud upon their Creator."

The crash to which the writer alludes was caused by the tearing up of the benches and other wood work on the quarter deck. These were hurled with violence against the sky-lights by the same sea which broke the windows of the saloon, drenching the berths on the larboard side, driving out their affrighted occupants, whilst it smashed by its weight the glass over the main cabin, and thus forced its way below.

"This was a moment of intense emotion, I was sitting in the upper saloon striving to protect some ladies from injury. So violent were the shocks of the vessel, although firmly braced, it was with great difficulty we could prevent ourselves from being ruled from our seats, and dashed with such violence against a part of the vessel, as to endanger life or limb. Many received severe contusions and bruises, notwithstanding all their efforts.

"Twas an anxious hour. My eye wandered over the different groups in the saloon. Resting one while on a father passing from one to another of his family, cheering with a kind word an interesting group of daughters. Then on a young wife, folded to the bosom of her husband without a syllable being uttered, but the action spoke volumes, and again upon a mother whose children had been left in America, as she clasped her hands as if in secret prayer, whilst her husband and her father gathered around, and all seemed bowed down in one common feeling of tender solicitude for those who might so soon become helpless orphans.

It was an awful hour. The most thoughtless amongst us covered in their secret hearts before a danger, which none but a fool or a brute would have mocked, and all therefore accepted the invitation to meet in the cabin for prayer.

Rev. Mr. Marsh read the 107th Psalm. Rev. Dr. Smucker, prayed. Rev. Dr. Balch repeated the words of our Saviour 'Let not your heart be troubled, ye believe in God, believe also in me.'—commenting briefly on their consoling import, and then invited all present to join with him in the Lord's prayer; after which he pronounced the apostolic benediction.

Night approached. And again I quote from the gentleman who has kindly given an account of what took place below.

"Amid this accumulation of horrors, and still more to add to our alarm, night gathered in around us. The wind far from abating, was on the increase, the lulls in the storm being less frequent, and the squalls, if any thing, more terrific. The whole ocean was of sea foam, lashed up into terrible waves, wild and angry, whilst the spray and wind seemed driven through the rigging and over the ship, as if with demoniacal power. As darkness came, clustered together in the cabin, we all thought and reflected on our fate. Most, if not all of us, had given ourselves up for lost. For what with the heavy laboring of the ship, the terrible noise and howling of the wind, the continued frequent thumpings of the sea, the quivering and shaking of the groaning timbers, the carrying away of so many portions of the vessel's upper works, and the knowledge that we were perishing for another night to be exposed to the full power of a raging hurricane, left us little to hope for."

In the evening, about 9 o'clock, the Rev. Mr. Balch, at the request of several passengers, administered the Holy Communion in the cabin,

to upwards of sixty persons—many of whom received it there, for the first time in their lives. Several applied to him as to the propriety of their embracing that occasion to fulfil a long cherished purpose of their hearts, but which, like many other "good thoughts," had been deferred to "a more convenient season." They all communicated, together with others of almost every creed and nation, thus reminding us of the promise of scripture, "they shall come from the east and the west, north and south, and sit down with Abraham and Isaac and Jacob, in the kingdom of God."

It was a most solemn scene. Mr. Balch first read the service appointed for a storm at sea, after which the whole communion office. The terrible conflict of the elements which raged without, was rendered yet more striking by the impressive stillness which pervaded that company of Christ's disciples within.

Gathered around the table, they received into hearts deeply moved, the consecrated emblems of the Redeemer's body and blood. All felt comforted by the blessed ordinance of grace. Many a bosom bowed down with fear, was now tranquil through faith. Once more, all renewed their vows, and realized the peace of God shed abroad in their hearts, and felt, with a vividness perhaps never known before, "Your life is hid with God in Christ." Oh! it was a night and a communion long to be remembered.

After the communion, I returned to my state room. The gentleman who shared it with me, had gone below to die, as he expected, in company with his daughter and son-in-law. Left therefore alone, taking a last look at the pictures of my little family and commending them, and all dear to me, to the grace and protection of God, I laid down and slept peacefully.

Monday, 21st, 12 30, continues the log, the storm commenced raging again in all its fury, and the sea a perfect foam, till 8 A. M., at which time the clouds began to break, and the squalls less furious. Got the ship's head N. W. and hauled the yards round, the sea still raging as before, and nearly ahead, coring and breaking over the ship in every direction. At noon the storm ceased; but the sea continued more violent till 2 P. M., at which time it ceased gradually with the wind—having lasted about 36 hours; during which time, it gives me much pleasure to state, my officers and crew conducted themselves with great coolness and presence of mind."

At half past 5 o'clock on Monday morning, we were in the greatest possible danger. Mr. Stevens, one of our passengers who was an eye witness, says of it—"a peculiar lighting of the haze in the east, with an appearance of an amber colored light, low down on the horizon, warned us of an approaching bog. Presently it came, a perfect tornado, driving before it the clouds of spray, and as it neared us, fairly lifting up the white foam from the waves, like a shower of rain. As the squall struck us, the ship careened over and buried her gunwales in the ocean, and lay for a few moments stricken powerless, and apparently at the mercy of the savage waves, that threatened to engulf us."

This was the trial, the last round fought between the elements and our gallant ship. At this critical moment, the engine was true to her duty. Still went on its revolutions, and round and round thundered her iron water wings. Gradually recovering her upright position the good ship with head quartering the sea, came up to her course, and all was well. It was the climax of the storm,—the last great effort of the whirlwind king, to send us to the sea giants' cave below."

On Monday about 12, the storm had abated sufficiently to admit of standing on the upper step of the companion-way with safety. It was a sublime, but awful spectacle. The ocean still labored under the effects of the hurricane. The wind veered 20 points in 36 hours; it is impossible to imagine or describe the wild and tangled confusion of the waves. Rising to a height apparently greater than that of the mainmast, they leaped and roared around the ship, as if hungry and maddened at the loss of their prey. At times the Great Western seemed as if lowered by unseen spirits into her watery grave; and every moment you expected it to be filled in, and her requiem sung by the winds amidst the wilderness of waters.

But our danger was past, and with grateful hearts on Tuesday morning all assembled in the cabin, when religious services were performed by Rev. Drs. Smucker, Beecher, Balch, and other clergymen on board. A meeting of the passengers was also held, Archibald Gracie, Esq., being called to the chair, and resolutions were adopted suited to the circumstances of the case.

A letter of thanks to the Captain and other officers of the ship was also drawn up and the sum of £200 was raised to present to the officers and crew, of which the Captain was asked to accept £50. A fund was also started for the support of the widows and children of those who perished at sea, to be called the Great Western Fund.

So closes the record of this memorable storm. But never can its recollections be effaced from the minds of those who were exposed to its perils.

When the danger had passed, said the Capt. to me,—"Thrice on deck I thought destruction inevitable. Each time a sea of such magnitude and power came at the ship, that I thought it was all over with us. But unexpectedly each broke just at the side of the ship. Sir, the hand of the Lord was in it." Yes, the hand of the Lord was in it—may we never forget 'twas the hand of the Lord!

Newspaper Borrowing.—The borrowing of Newspapers is very unfair, and hardly an honorable practice. Suppose the principle should be extended, and that people should take it into their heads to borrow the wares of Tradesmen, instead of purchasing them, what a pretty pass would things come to? How would a shoe-maker stare, if one should ask him for the loan of a pair of shoes, saying that he only wanted to wear them! Yet, people borrow a Newspaper—they only want to read it!—*Ral. Register.*

MAGNIFICENT BEQUEST.

From the St. Louis Republican
Isaac Franklin, late of Sumner county, Tennessee, died on the 27th of April last. He began life as a boatman, and in that capacity commenced the acquisition of a fortune which, at the time of his death, exceeded a million of dollars. He had large estates in the parish of West Feliciana, Louisiana, independent of an immense estate in Tennessee. A writer in the Nashville Whig thus speaks of the disposition of his property:

"His Louisiana property has been valued at near half a million of dollars, and by the best judges is considered to have been estimated considerably below its real value. By the law of that State, a testator who leaves one legitimate child, can only dispose of two-thirds of his property situated there away from his child; one-half if he leaves two children; and one-third, if three or a greater number.

"This power of disposition Mr. Franklin exercised to the utmost, for he so disposed of his property in that State that one-third of it should, whatever might be the number of his children at his death, go to the seminary in Sumner county. To this donation of not less than \$150,000 he added all the rest of his property wherever situated, merely charging it with the payment of a few comparatively unimportant legacies, and an annuity determinable with a single life. Here, then, is an institution of learning endowed by a single individual, with property of the value of not less than \$600,000. Moreover, the will provides that it shall be built on his plantation in Sumner county, the selected retreat of his declining years—a spot cultivated like a paradise, and as fertile and attractive as can be found in the Valley of the Mississippi. This delightful spot upon which nature has lavished her choicest gifts, is set apart to an object worthy of its natural excellence; and it may be hoped; will be ranked among those localities in the world to which our minds recur with sentiments of reverence and awe, as devoted by man and sanctified by Heaven to advance the well being of the world.

"The simple and unpretending terms in which this magnificent endowment is couched are not a little striking, and, at the same time, characteristic of the man.

"The revenues arising from the property, says the will, are to be laid out in building proper and suitable edifices on my Fairvue plantation, in the county of Sumner, and State of Tennessee, for an academy or seminary, the furnishing the same with fixtures and furniture, and the employment and payment of such teachers and professors, male and female, as may be considered necessary by my said trustees, for the education, board and clothing of the children of my brothers and sisters and their descendants, as well as my own children and their descendants, in the best and most suitable manner for American youth, having a particular regard to a substantial and good English education, and such other higher and ornamental branches as the aforesaid revenue, &c., will enable my said trustees to accomplish. And, if the revenues, &c. shall be sufficient therefor, I also wish that the poor children of unexceptionable character, and such as my trustees may select, should likewise be educated and supported during the time at the said seminary."

"The main object in the nature of events, here designed by the testator, namely, a provision for the poor children of Sumner county, is modestly cloaked under a provision seeming to be chiefly for his own brothers' and sisters' posterity. This noble benevolence effectually extracts the sting of poverty and orphanage in Sumner county, and makes blessed a lot usually so mournful, and so exciting our sympathies. A life of strenuous and laborious exertion in the pursuit of wealth, and crowned with extraordinary success, is worthily ended by the devotion of its product to such a truly glorious and christian benevolence, and is forever embalmied in the memory of men, and snatched from oblivion that so soon shrouds the names of ordinary mortals.

From the Richmond Republican.
Mary the Mother of Washington.

Messrs. Editors.—It will doubtless be recollected by you, and also by most of your readers, that some time about the year 1832 or '33, General Jackson, then President of the United States, visited the town of Fredericksburg, for the purpose of laying the corner stone of a monument proposed to be erected to the memory of Mary, the mother of Washington. To the munificence of Mr. Silas E. Burroughs, a Northern gentleman, was Virginia indebted for this tribute to one of the noblest of her daughters.

Eight years ago, happening to be in Fredericksburg, I inquired the way to the monument and bent my steps thitherward. On arriving at it, I was surprised to find it unfinished and unclosed. Its sides, and even its beautifully carved marble pillars, were covered with inscriptions traced in pencil by the hands of visitors, and some of them were of the most infamous character. By the side of the noble structure lay the huge block of mar-

ble, still unpolished, originally intended for the cap-stone—and on the corner of which it was designed to place two magnificent eagles with outstretched wings.

But if I was surprised to find the monument in this condition when I visited it, I was still more surprised and mortified to learn, from a gentleman who has lately visited the hallowed spot, that, owing to the death of the contractor, it still remained unfinished and without enclosure. If this be so, it is a burning shame upon Virginia, that it has been permitted to remain in this situation so long.

While we are talking of erecting monuments to the living, it does seem to me that we had better first complete those that have been commenced in honor of the illustrious dead. The Ladies of Virginia, especially ought to feel a lively interest in the completion of this monument to the memory of one who gave birth to, and by her virtues and counsel properly trained, him who freed America, and laid a just claim to the honor of being styled "the first in the hearts of his countrymen."

R. J. W.

THE CONNECTING LINK.

Having recently travelled over the country between Raleigh and Camden, we were struck with the peculiar adaptation of the face of the country through which we passed, for a Rail Road. From this place to Fayetteville via Cheraw, the country is very level and abounding with timber, and the right of way we presume could be obtained without any expense. Towards Raleigh, the country is rather more uneven, but we suppose many of the hills could be avoided, in locating a rail road. We venture to say, that in no part of the country, could a rail road be laid down cheaper, than over this proposed route. We hope and trust, that our friends in Raleigh, Fayetteville and Cheraw, will not suffer the enterprise to fall through. Your competitors, the Wilmington folks, are straining every nerve to succeed, but their chances for success are very doubtful. It is a subject affecting the very existence of the Wilmington Rail Road Company—hence, their mighty effort to connect their road with the South Carolina Roads. We understood whilst we were at the North, that they were soliciting the aid of the capitalists there, for their proposed road to Manchester, but we are of opinion that the northern capitalists who know any thing of the country, would prefer investing their funds in the Metropolitan Route, if those interested in the matter would bestir themselves.—*Camden Journal.*

THE RAIL ROAD CONVENTION.—We have pleasure in stating, that assurances have already been received, from North and South, which justify the hope, that the Rail Road Convention to be held here on the 4th of next month, will be very numerous and respectably attended.

The Committee have issued the following notice:—
A Convention will be held in Fayetteville on the 4th day of November 1846, to take into consideration the importance of completing the connecting link in the Metropolitan line of Rail Road between Raleigh, N. C. and Camden S. C. The citizens of the counties who feel an interest in this work are requested to hold meetings and send Delegates, and all who are friendly to the scheme are invited to visit Fayetteville on that occasion.

By order of the Executive Committee.
ARCHD. McLEAN, Sec'y.
Fayetteville, Oct. 6, 1846.
The papers published in this and other States interested in the scheme will please copy the above.

Pardoned.—We are in common with the community at large, highly gratified that the Executive clemency has been interposed in the case of HUGH WILLIAMS, convicted at the last Lincoln Superior Court of the murder of his slave, and sentenced accordingly. It required strong mitigating circumstances to procure the Executive intervention, but the able Attorney employed in the case left nothing untried that could be accomplished by energy and perseverance. Thus, with the petitions signed by the Judge, Jury and Solicitor, and over 700 respectable citizens, he has succeeded in restoring an unfortunate old man to society, who entertains as he certainly should, the sympathies of every feeling heart.

"He is an aged hemlock; the winds of three-score winters have whistled thro' His branches. He is dead at the top."
Lincoln Courier.

THE COTTON CROP, AND PRICES.—Under the influence of improving prices at New York, and the universal belief in a short crop, Cotton went up rapidly in this market last week. In four days the rise was 1 cent a pound, say from 7 1/4 to 8 1/4 cents. Sales are now made at 8 1/2 to 9.

The accounts from the south are very positive as to the partial failure of the crop. From Louisiana, Alabama, Mississippi, and Texas, the papers speak but one language. In one county, it is said that there will not be a fourth of a crop. In another, a field of 90 acres will not produce 6 bales; and another of 100 acres will not produce 1 bale. In Texas it is said not a tenth of a crop will be made, &c.

THE ARMY OF THE WEST.

From an Officer of the Army to the Editors of the National Intelligencer.

SANTA FE, AUGUST 25, 1846.

GENTLEMEN: As the movements of this army may not be uninteresting, you shall have a few of the facts in relation to our operations. On the 2d instant we left Bent's Fort, and thirteen days arrived at the first Mexican settlements. Our march for the next ten days very fatiguing to the men and destructive to horses. For several days we marched over country which may with propriety be called desert. Not a green blade of grass did we find for more than fifty miles, and a part of the distance none but brackish water. It was not until we crossed the first mountain, (the Raton) and struck the head-waters of the Canadian that we could see our way clearly before us. We found good water, and tolerable grass. We heard very little of the intentions of the Mexicans, whether for peace or war, until we reached the "Moro." At this place an American scout, who had been sent by some trader living in Santa Fe to inform Gen. Kearney, Gov. Armitage was at the head of twelve men and me, and would march in a few days to meet him. The same day we met a line of three men, bearing letters from Gen. Kearney to Gen. Kearney, politely requesting General not to advance so rapidly, but to some time at the "Moro." To this request the General returned for an answer in four days, he would be in Santa Fe, and he hoped the Governor and himself would be as friends. At night we encamped at the village of Vegas—a village containing about a hundred inhabitants. They did not seem surprised at our arrival, but came to meet the Alcalde remarking to the General, "I am glad to see some one in the country capable of governing it." After we encamped, there was such marketing as the country afforded. From the appearance of the people and the dial reception they gave us, many were led to believe that there would be no fight. Their notions were changed in the morning for at night it had been reported to the Mexicans that the Mexicans were occupying a "mountain pass" two miles in our front. Of course preparations were made for a battle. At 6 o'clock we reached the mouth of the "Moro," which was so narrow as to admit us only abreast. The signal to "trot" was given, and on we dashed in the most enthusiastic manner. Alas! disappointment awaited us, a sign of the enemy was visible.

Our march for ten miles further, was over such a country as our enemy should have seen to meet us in—a country heavily timbered with scrubby pines, and through two or three beautiful adapted for defence. We had high spirits, in anticipation of a fight, until in a day and a half of Santa Fe. Here some Mexicans, bringing the news of Gov. Armitage's retreat to the south, with all the arms and ordinance. It was now clear that nothing to do but march into Santa Fe and possession. The only sign we saw of the enemy (and it was a sign only) was a banner cross the road in a canon, between two mountains, the "Rio Pecos," and Santa Fe. This barrier was formed by placing some logs across the road. The natural advantages of the place at this place could not be surpassed, and they had five hundred well-armed and drilled men, they could have prevented our march to Santa Fe by this road.

We reached the city in the afternoon. General immediately established himself in the Governor's house, and hoisted our flag, the salute of the artillery and the cheers of troops. On the following morning Gen. Kearney assembled the citizens in front of his house and addressed them to the effect that "I have been ordered amongst them by his Government to take possession of the province of New Mexico, and that being in possession of the Province, he now proclaimed all the territory east of the Rio Grande to be the United States, and that all persons residing in these limits would be considered citizens of the United States; that those who did not remain under our laws could go where pleased—the road was free for them."

He then told them he would protect all goods in their persons, property, and religion, and a long time on the subject of their reassuring them that our laws allowed every man to worship God according to the dictates of his own conscience. He then turned to the Governor of the Province and the three Aldermen of the city, and asked them if they were to take the oath of allegiance. They answered in the affirmative. After administering the oath he told them to continue in the exercise of their duties as before. In conclusion, he exhorted the citizens to go to their homes, and use their usual pursuits, assuring protection who followed his advice. Gen. Kearney's management of the important commission entrusted to him, has proved himself to be a truly accomplished soldier but thorough citizen. Of him the country may well be proud.

As we may now call this country a part of the United States, it may be well to state what advantage is likely to accrue to the United States. If any advantage, it is said to be in our short-sighted mortals now in the country; for, of all the country we have never, there is not one acre in a million capable of cultivation. Only the narrow strip of land in the river bottoms can be cultivated these only by irrigation. The country scarcely be made to produce enough for the sustenance of its inhabitants. As to horses, have to depend entirely upon pasturage, have not been able to get one grain of our horses. The whole province could not support a hundred bushels at this time. The Mexicans have an immense number of sheep, goats, and these flocks constitute their wealth, and on them they chiefly depend for subsistence. The people are about as advanced in civilization as the Cherokees, has the proportion who can read and write, not so great.

We found here nine pieces of cannon, amongst them the piece taken from the "Moro" under Col. McLean.

Gen. Kearney, with 800 men, will be the last of this week into the southern part of the province. After his return he will commence fitting out his expedition for California. The number of men he will take with him, is not known. The march to California is as arduous a one as was ever undertaken. You can judge, when there is one road, miles without grass or water. If it does, Gen. Kearney is the man, of all those who can do it.

Yours, in haste,
A French manufacturer has succeeded in producing excellent paper and board, from a substance separated from the potatoe.