

ST. JOSEPH, MISSOURI.

FRIDAY, NOVEMBER 6, 1846.

Our country is destined to suffer much and is now suffering from the difficulty of navigation and the extremely high freight the boats now charge. Our farmers must calculate that they will get much less for produce and will be compelled to pay much more for their goods than heretofore, and this will certainly always be the case when the Missouri river shall be as low as now it is. The chances are fearfully against having any considerable work bestowed in improving our river, and until it is improved by artificial means, the navigation of it to this point must always be dangerous and very uncertain. The prospects for this fall and winter are well calculated to make the people look about to see if there is no way to remedy this inconvenience, if there can be any plan suggested whereby our people can be placed more nearly upon terms of equality with the good citizens of other parts of our land. We suggest the propriety of a Rail-Road from St. Joseph to some point on the Mississippi; either St. Louis, Hannibal, or Quincy. For ourselves we like the idea of a rail road to one of the latter places suggested, for the course would place us nearer to the eastern cities, and make our road rather a direct one; we like this road too because it would so much relieve the intermediate country which is now suffering and must always suffer so much for transporting facilities in the absence of such an enterprise. If this be the favorite route we must expect opposition from the southern portion of the state as well as all the river counties below this. For the present we must merely throw out the suggestion with the view of seeking public opinion, and eliciting a discussion of the subject. In some future number we purpose presenting more advantages of such a road, and will likewise propose and enforce by argument the ways and means of accomplishing the object.

John Smith Esq. has been appointed Sub-treasurer for the city of St. Louis, in the place of Dr. Penn who has left for New Mexico previous to his appointment. Mr. Smith is reported to be a man of sterling integrity and unimpaired business qualifications.

A Monterey correspondent of the Charleston News, justifying General Taylor for his armistice, says—"We have barely sufficient food for our own men, and why should we be compelled to feed twice our numbers, as well as guard them, when more can be gained by the present politic movement. Gen. Taylor has treated them kindly, for they fought like heroes—it was their last desperate resistance, and I have not the least doubt will terminate the war. The Mexicans are now satisfied that we can threaten them in the open field or under cover giving them all the advantages of position, and the next move will be that Santa Anna will step in and sue for peace."

The Pennsylvania Volunteers called out. A well authentic report reached Philadelphia on Monday, says the Pennsylvania, the expected call upon the six regiments of Pennsylvania volunteers, who, in compliance with the requisitions of the President, have offered their services to the Governor of that commonwealth, had been made. We are not yet acquainted, says the Pennsylvania, with the destination of the troops, or the exact period when they will be required. But it is evident that the administration has resolved to push forward the operations against Mexico with great energy, and that, in order to do so, a large reinforcement of the forces at the seat of war is essential.—Balt. Sun, Oct. 21.

There is a similar rumor with regard to the New York volunteers. They are probably destined for Tampico. The movements on that place is necessary to support the operations of General Taylor, and it will be hurried with all possible dispatch. Gen. Patterson, it is said, will have command of that army. It should have been given to the gallant Butler.

Largest City in the World.—There is a city in the interior of China, called Sun Tchou, which has a population of five million within its walls and ten millions within a radius of four leagues round. Mr. Hildebrand a French missionary who had resided in it, is given as authority for the statement it is the greatest city market in China.

The call for volunteers or rather the order for those previously required of some of the northern States to proceed southward, indicates a determination to push the war with greater energy. Gen. Patterson is to be reinforced and ordered to proceed along the coast in connection with the fleet, to occupy the towns as he advances and to take Tampico. His destination subsequent to the meditated capture of Tampico is not known. Some accounts say he will proceed to Vera Cruz, to co-operate with the Gulf squadron in the attack upon that city, others that he will advance into the interior of Mexico so as to effect a junction with Gen. Taylor at San Luis Potosi. From the delay unavoidable, in his reaching Tampico it will be impossible for him to meet Gen. Taylor at San Luis Potosi, unless the army under the command of the latter defers its operations for a longer period than is anticipated. The movement against Tampico, will produce the required division in Gen. Taylor's favor as it will make it necessary for Santa Anna to guard that point. It may be, however, that he will follow the plan hitherto pursued by the Mexicans, and concentrate his whole force against Taylor, with the view of defeating our army in the quarter, and then hurrying to the defence of other points. He has pompously claimed to be the "Napoleon of the West," and in imitation of the French General, he may direct the whole strength of Mexico against our armies in succession. To imitate successfully the grand campaigns of Napoleon in Italy, requires more genius and better material than Santa Anna can command.

The capture of Tampico is an important movement in every respect, as it will give us a shorter and better route into the interior of Mexico, and enable us to reinforce General Taylor with greater ease, and forward supplies to him at less cost and with more certainty. Although that city is said to be well fortified, it can probably be taken without serious difficulty. The celebrated Tampico battalion was cut up at the battle of Palo Alto and Resaca de la Palma, and whatever force is now remaining at that place, must be made up principally of new recruits. The occupation of the Gulf ports in connection with the blockade, is of more importance than the possession of inland cities or provinces.

Correspondence of the Baltimore Sun.
MATAMOROS, Oct. 1st, 1846.
Gentlemen, I wrote you a few days since from the camp at Monterey saying when I have been dispatched to this place on public business. As I return to-morrow I have only time to say one word. The entire loss in our Battalion (Bills) is 8 killed and as I am informed 10 wounded—All slightly but one I have seen none either killed or wounded and therefore can give no names. Col. Watson was killed in the impudent charge ordered by Gen. Butler. He was at the head of the Battalion and led our men to go into the charge with their bayonets fixed to their rifles. The charge was successful. At the moment Gen. Taylor rode up in great anger and ordered us to retire. Old Rough came up under a most tremendous fire. It was here his horse was shot. It is said there were angry words passed between him and Butler.

Capt. Steward now took command and said, "Boys, you Colored men, don't run, show those d—d red skins that although you are ordered to retire you intend to walk." With this he shook his fist at them and d—d them pretty considerably. Our entire loss will not be much short of 800 or 900 killed and wounded—the enemy the same. Ampudia has given up the main fort as an article of capitulation and the stars and stripes were floating over it when I left. He asked an interview with Gen. T. to take place the day I left. I did not leave the answer.

Mr. Glen made us a speech at the Marine Barracks in Washington—ask him if he is satisfied with us. There is no doubt but that Ampudia will be reinforced in about a month by 12,000 men. They will be under Santa Anna. We must have 10,000 more volunteers. Mark that.
Yours, J. M.

The Washington papers announce the death of Henry Stephen Fox, late envoy extraordinary and minister plenipotentiary of Great Britain near the Government in the 56th year of his age.

The great and magnificent painting of the Mississippi river, on which Mr. Burdard has been laboriously and industriously engaged for several years, has at length been completed and is being exhibited at Louisville.

FOURTEEN DAYS LATER FROM ENGLAND.

Arrival of the Steamer Calcedonia.

New York, Oct. 21, 1846.
The Calcedonia's news has been in this city about two hours, having been brought by special express from Boston for one of the newspaper offices of this city. As yet no parts of its contents has transpired and appearance make it doubtful whether it will be published to-night so as to be transmitted by telegraph to you.

The Steamer Great Britain ashore on the front—Her passengers all safely landed—Marriage of the Queen of Spain—Advances in cotton—Flour, grain and Produce Markets buoyant.

The steamer Calcedonia Capt. Lott, arrived at Boston at a quarter past seven o'clock last night bringing Liverpool dates to the 4th inst.
The steamer Great Britain Capt. Hoken left Liverpool on the 22d ult, for New York, with one hundred and eighty-five passengers and on the same night was at sea. The steamer Calcedonia, in Danvers Bay, coast of Ireland. At the latest accounts she had not been off. Her cargo had been discharged. The port of origin of the disaster will be found anon.

The Surgeon of the Great Britain was the first who landed with the Mail Bag, with which he proceeded to Liverpool in Belfast; they were brought on to the United States by the Cunard steamer Calcedonia, Capt. Lott. In the course of the following day, Wednesday, 25th, a large number of the passengers proceeded to Warren Point, others to Downpatrick with the intention of returning to Liverpool, a large number proceeded to the hotel where the scene of Thursday, the 21st, morning, presented one that the people of that little Irish village never before witnessed. Four horse coaches and some dozen jumping cars, loaded with passengers, proceeded at the same time to Belfast, to take passage by the steamer Woodcock which sailed on that day for Liverpool. Amongst these passengers were the distinguished dancress, Viennese, forty-eight in number.

During the day the steamer Prince of Wales went round Belfast to render the Great Britain assistance; it was tried at high water to pull her off, and found to be impossible. She was then returned to Belfast taking forty of the little ladies and their guardians to that city, on their way back to Liverpool.

A letter dated Dunderum Bay, October 2d, contains the following:
"The Great Britain remains in nearly the same position as when we saw her. She is making a little more way; the pumps were working nearly all day yesterday. They have got the cargo out and are now discharging the coals on the beach. There are two steam vessels here. Should Monday day find they try to take her off at high water. I hear that the New York steamer is to be here on Monday with two others to try if they can move her."

The royal marriage in Spain forms the most prominent point of discussion in the European journals. The London times and the Morning Chronicle protest in strong terms against the Montpensier union, with the Infanta of Spain. The European Times says that the English Government seems disposed to do all that it can to avert this end.

In Ireland every man is being taken to find the people employment which is equivalent to finding them with food else where; nevertheless there have been some famine riots in various parts of Ireland. There had been large sales of Cotton and pieces, if anything were a shade higher. The markets for all kinds of produce continue buoyant, and at rapidly advancing prices.

Wilmer and Smith caution their friends in this country against wild speculation, as the money and enterprise of England will find and bring food from every corner of the earth if necessary.

ENTER FROM VERA CRUZ.—By the National we have received New Orleans papers to the 10th inst, from which we take the following information:
The U. S. ship of war John Adams, Com'r. McClure, on her voyage from Vera Cruz to Pensacola, touched at the Balice on Wednesday last, and Mr. Kennedy, a passenger on board, landed there and came up to town yesterday. To his court eyes are indebted for the information we give below.

The John Adams left Antonio Lizardo on the 25th ult. She has on board as passengers Com'r. Carpenter, of the Truxton, Mr. Cutter, the purser of that vessel, and Mr. Wilkinson, his clerk, together with a portion of the crew. Another portion of the crew was on board the storeship Relief, and the purser of that vessel, when he had determined to throw himself forward to bring away on it twelve more men who had been left sick there. As soon as the Forward returned, the Relief was sent for Pensacola with the Truxton's crew not on the John Adams. We understand that Com'r. Carpenter, after releasing upon his parole, together with his officers, the impression in the squadron would appear

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But the advocates of paper money will tell us that in lieu of this, the banks afford us a paper circulation much greater, and that to them alone we are indebted for a currency sufficient to meet the business wants of the country. Let us see how the case stands.

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A beautiful Incident.—On a beautiful summer's day a clergyman was called to preach in a town in Indiana, to a young Episcopal congregation. At the close of the discourse he addressed his young hearers in these words:

"Go to the world that you tread upon, and learn a lesson of wisdom. The very carpenter seeks the feed that feeds it for another and similar state, and more wisely than man, builds his own sepulchre from whence in time, by a kind of resurrection, it comes forth a new creature in a new and noble form. And now that which cradled, fled, and that which fed on comparatively gross food saps the dew that trickles in the rich pastures—an emblem of that paradise where flows the river of life, and grows the tree of life. Could the carpenter have been diverted from his proper element and model of life, if he had never attained the butterfly's splendid form and lost it had perished a worthless worm. Consider, let us be wiser. Let it not be said that we are more negligent than worms, and that your reason is less available than their instinct. As often as the butterfly flits across your path remember that it whispers in its flight—'Live for the Future.'"

With this the preacher closed his discourse; but to deepen the impression, a butterfly, directed by the hand which guided with the sun and an atom, in the course flattened through the church a s of commissioned by Heaven to repeat the exhortation. There was neither speech nor language but the voice of a preceptor, in the giving audience—"Live for the Future."

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But the advocates of paper money will tell us that in lieu of this, the banks afford us a paper circulation much greater, and that to them alone we are indebted for a currency sufficient to meet the business wants of the country. Let us see how the case stands.

As we before, the amount of specie in the United States is some \$200,000,000, while the greatest amount of paper now held by the banks, at any one time within ten years, as reported by the bankers themselves was only about \$150,000,000. This shows an excess of specie over paper to the amount of \$50,000,000. Thus it will be seen that the idea of banks making money paper, is altogether absurd, and that without them our circulation would be greater than it now is, for all will acknowledge that a paper currency has the effect of driving specie out of the country—while the banks cannot, with safety extend their circulation beyond the specie resources of the country.—[Ex. paper.]

A beautiful Incident.—On a beautiful summer's day a clergyman was called to preach in a town in Indiana, to a young Episcopal congregation. At the close of the discourse he addressed his young hearers in these words:

"Go to the world that you tread upon, and learn a lesson of wisdom. The very carpenter seeks the feed that feeds it for another and similar state, and more wisely than man, builds his own sepulchre from whence in time, by a kind of resurrection, it comes forth a new creature in a new and noble form. And now that which cradled, fled, and that which fed on comparatively gross food saps the dew that trickles in the rich pastures—an emblem of that paradise where flows the river of life, and grows the tree of life. Could the carpenter have been diverted from his proper element and model of life, if he had never attained the butterfly's splendid form and lost it had perished a worthless worm. Consider, let us be wiser. Let it not be said that we are more negligent than worms, and that your reason is less available than their instinct. As often as the butterfly flits across your path remember that it whispers in its flight—'Live for the Future.'"

With this the preacher closed his discourse; but to deepen the impression, a butterfly, directed by the hand which guided with the sun and an atom, in the course flattened through the church a s of commissioned by Heaven to repeat the exhortation. There was neither speech nor language but the voice of a preceptor, in the giving audience—"Live for the Future."

A young man who had wasted his patrimony by prodigality whilst standing one day on the law, and a preceptor, when he had determined to throw himself forward to bring away on it twelve more men who had been left sick there. As soon as the Forward returned, the Relief was sent for Pensacola with the Truxton's crew not on the John Adams. We understand that Com'r. Carpenter, after releasing upon his parole, together with his officers, the impression in the squadron would appear

to be that he can justify his abandonment of the Truxton. Sincerely do we hope this may be the case.
Jackson, the sailor on the St. Mary's condemned to death, was executed in conformity with his sentence on the 15th ult. The frigate Raritan, Capt. Gregory, and the steam schooner Vixen, Capt. Sands, arrived at Antio, L. I., on the 22d ult., the former from Pensacola, the latter from New York, via Nassau, N. P. Com. Perry was a passenger on the Vixen. It was supposed he would host his flag on the Massachusetts.

The schooner Flat would sail in a few days for Norfolk. We have learned no other changes in the squadron since the cutter Van Buren left ten days prior to the departure of the John Adams.

There were three French vessels of war, two or three English vessels and two Spanish ones lying at Sacrificos when the Adams left.

An impression prevailed in the squadron that Commodore Connor contemplated a sudden attack upon Alvarado, but nothing definite was known about it.
The news from Mexico is not important. Santa Anna, it was understood, was still at his hacienda, El Estero. He had learned generalissimo of the armies of Mexico. So long were the feelings of his countrymen inflamed against the U. States that