

LATE FROM THE ARMY.

The steamship Galveston, from Brazos Santiago, the 8th, at 12 M., and Galveston the 10th instant, at 6 P. M., arrived at New Orleans on the 12th instant. The Galveston Weekly News of the 9th instant, says: "The report in regard to the 100 wagons and the effects of emigrants accompanying, who were on their way from New Braunfels to Piedrales, being taken by a party of Indians, as stated previously in a former number of the Galveston News, is entirely unfounded, as appears by letters received at Houston from Piedrales. These state that three parties of about one hundred men each, had arrived at Piedrales, from New Braunfels, and were cultivating the beautiful lands they found there, and had not even seen an Indian."

The Texan Advocate of the 21st ultimo, states that some four or five discharged soldiers from the Army, being on their way home, and within 75 miles of San Antonio, were surprised by a party of Indians, and stripped of every article of clothing, but were afterwards luckily overtaken and succeeded by some American wagons.

The army was about moving up the Rio Grande to capture the small town on the river.

The schr. Fairy, Capt. Thompson, arrived at New Orleans on the 12th inst. On her late trip from this port, when near the Ship Island Shoals she fell in with a large copper-bottomed schooner, carrying a large spread of canvases, and apparently making for Vermilion Bay, but she soon bore directly for the E., hoisting the American ensign. A heavy gale was blowing at the time, and the stranger took in sail, but pursued the Fairy for some time until the latter outstripped her. The captain supposed she was either a piratical craft or Mexican cruiser, and so thinks the editor of the Galveston News. The most likely supposition is, that she was some U. S. vessel of war, bound for the Rio Grande.

Commander Randolph of the U. S. Navy, was in Galveston on the 2d, awaiting, says the News, the arrival of Mr. Rhodes, the U. S. Naval Constructor, for the purpose of examining the condition of the Texan Naval vessels, consisting of the sloop-of-war Austin, 20 guns, brigs Archer and Wharton, 18 guns each, and schr. San Bernard, 7 guns.

Later from the Army.

UNITED STATES TROOPS ORDERED TO TAKE THE MEXICAN TOWN OF RIONOSO.

The schooner Wolcott, arrived at New Orleans from Brazos Santiago, brings a few items of intelligence from the army at Matamoros.

Col. Watson has marched from Matamoros with 500 men, under orders from General Taylor to take possession of Rionoso, which is situated about 60 miles above on the Rio Grande. It contains about one thousand inhabitants.

Arista sent a message to General Taylor ordering him to leave Matamoros, under the penalty of being whipped. To this General Taylor sent a reply expressing his willingness to meet him.

From the Gulf Squadron.

The U. S. Rev. schooner Wolcott, Joseph Amazeen Lieutenant commanding, arrived at Mobile on Saturday, the 13th inst., eight days from the Gulf Squadron off the Rio Grande and Brazos St. Iago, with P. M. Arnold on board with dispatches to Com. Connor, at Pensacola.

Gen. Taylor was at Matamoros, waiting for reinforcements to march on Monterey. Seven hundred and fifty of the Louisiana volunteers were stationed at La Baritas, five hundred at Point Isabel, the balance with the commanding General at Matamoros, making in all about nine thousand strong. The Mexican forces were between Matamoros and Monterey for the purpose of repelling Gen. Taylor's advance. Reports at the Rio Grande estimate the Mexican force at 15,000; but little reliance is placed in the report.

The squadron is dispersed about the mouths of the different rivers. The St. Mary's off Tampico; frigates Raritan and Mississippi off Vera Cruz; brig Lawrence off Rio Grande; brig Somers off Alvarado. The frigates Cumberland and Potomac, sloop Adams and Palmouth gone to Pensacola for provisions and water; the brig Porpoise to St. Domingo, with a special messenger on board; schooner Flirt left the Rio Grande on the evening of the 5th instant, with Purser Watson on board bearing dispatches to the senior officer in command, then off Vera Cruz. Reinforcements were arriving slowly; from 50 to 60 sail inside the bar off Rio Grande and Brazos St. Iago. The brig Lawrence went to sea on the evening of the 5th, on a cruise of ten days, at the expiration of which she was expected to return to Pensacola. It was supposed she would be ordered north for repairs, having suffered from the effects of a gale on the 30th of May, and having been in commission over 3 years.

Important from the Army.

The Southern mail has arrived with New Orleans papers of the 15th inst. In the Tropic of that date we find the following:—

A letter was received in town yesterday, which stated that Gen. Arista had sent proposals to Gen. Taylor for an armistice, and that he had established his head quarters at Monterey, with 15,000 men. Taylor is said to have sent back an answer that he would meet Gen. Arista at Monterey.

We have no doubt of the truth of this rumor. The steamship N. York was expected at N. Orleans with Galveston papers of the 11th. News was anxiously expected from Col. Wilson's expedition to Rionoso, as it is stated that Canales and all his force, consisting of from 1200 to 1400 cavalry, are concentrating there, and will no doubt show fight. Colonel Wilson's command amounts to 800.

GEN. VEGA passed through Augusta, Ga., on Saturday, on his way to Washington.

From the Rio de la Plata.

The mediation offered by the Government of the United States, between the Argentine Government and Paraguay, has been accepted by the former.

By the barque Chancellor, from Montevideo, we have a file of the Buenos Ayres Packet to the 2d of May inclusive.

The paper of that date gives its version of the events at Montevideo made known to us through the Rio de Janeiro papers. Affairs at sixes and sevens, Rivera clamoring for money but able to get none, the British and French Ministers refusing to guarantee a loan, &c., &c. It also alleges that the commercial expedition up the Parana was on the eve of breaking up, having sustained heavy losses and found no profit; even the men of war, it is said, were about returning.

The British war brig Racer is said to have had her mate killed in an encounter between one of her boats and some people on shore. Also that the captain of the French war brig Tactique and several of the crew were killed in an affair up the Uruguay.

An Argentine schooner, called the Federal, which had been captured by the allies and renamed the Obligado, had been recaptured by General Mancilla, while on her way to Montevideo with mails from the men of war. She ran aground off San Lorenzo, and being fired on by Gen. Mancilla, was abandoned by her commander and crew in such haste that they did not even take away or throw overboard the packages of letters and despatches. Several of these are published in the Packet, and give by no means favorable accounts of the prospects of the allies in the interior. Great complaints are made of Gen. Paz for his want of energy and activity; he is said to have quarrelled with the Paraguayans, whose forces were about to be recalled; also with the Government of Corrientes, so sharply that Capt. Hotham had gone to mediate between them. The defenses of the Argentines at San Lorenzo and other points on the river are spoken of as formidable, and altogether the letters describe matters as in a very unpromising condition.

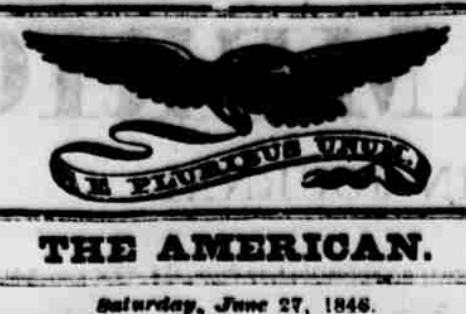
The British steamship Cyclops was expected to arrive soon, bringing out the answer of the British and French Governments to the proposals of Rosas, transmitted through Baron Marcell, the French charge. These proposals were rejected by the Plenipotentiaries, before they were sent to Europe.

The quarrel of Gen. Paz with the Government of Corrientes is detailed at large in the Packet of April 25, on the authority of Capt. Hotham. It seems that Gen. Urquiza had been negotiating with the Governor, Madariaga. This coming to the ears of Paz he set on foot a plot to depose Madariaga, but the latter was advised of it and took measures promptly. He seized the confidants of Paz, declared the city under martial law and sent a force to attack a body of troops despatched by Paz to the assistance of his adherents. These, however, deserted in a body to Madariaga, whereupon Paz was deprived of the chief command by a decree, which it was thought doubtful whether he would be able to resist. Such was the condition of affairs when Capt. Hotham went up to mediate. Paz had few troops except the Paraguayans, and these, as noted above, were about to be withdrawn from him by their government.—N. Y. Advertiser.

The Indian Treaty.

The Austin Democrat, of the 27th ult., gives the particulars of the treaty concluded between Gov. Butler, the U. S. Commissioner, and various tribes of Indians, at the Council Springs, upon the Upper Brazos, on the 16th May. Eleven tribes were fully represented, and all the chiefs signed the treaty, and declared their determination to assist in punishing all who might violate it. One of the objects of the delegation of Indians who have accompanied Gov. Butler to Washington City is to fix upon a line of boundary, within which to restrict the occupation of the Indians. The points settled by the treaty are thus enumerated:—

The Indians acknowledge themselves under the protection of the United States, and recognize no other authority, pledging themselves to perpetual amity and friendship with the people of the United States, and all other friendly Indians. They agree not to form alliances with the enemies of the country, and to give notice of any contemplated invasion or impending danger. Each tribe is to give notice of any violation of the treaty on the part of any other. They are to give up all prisoners, and aid the authorities of the United States in obtaining them. They pledge themselves to desist from all murder and depredation, and to surrender all offenders to be tried by the laws of the United States. The United States have the right to establish agencies and tradinghouses among them, and to establish military posts, &c. They concede to the United States the right of control over all trade and intercourse, and will in no instance seek personal redress for injuries either to person or property, but will in such cases apply to the United States agent. They concede the right to introduce among them Ministers of the Gospel, and school teachers. They agree to prohibit the introduction of spirituous liquors among them, and to give notice of the violation of this provision. The United States, in consideration of these stipulations on the part of the several Indian tribes represented at the treaty, agree to make peace for them with all their enemies, to give them presents every fall, &c., as usual in similar treaties. The Es-quas and Mesclaros, numbering together about 5000 souls, who are branches of the Lipans and allies of the Camanches, and came recently from the Mexican prairies, are included among the tribes represented at the treaty. The Camanches are anxious to conciliate them.



V. B. FALWELL, Esq., at his Real Estate and Coal Office, corner of 3d and Chestnut Streets, Philadelphia, is authorized to act as Agent, and receipt for all moneys due this office, for subscription or advertising.

The Rev. Mr. Walker (the former rector) will officiate at St. Matthew's Church, on Sunday next.

THE CROPS, in this neighborhood, look tolerably well. There is, however, some complaint of the fly. In some parts of Lancaster county, the crops presented a most miserable aspect. In some sections the yield will not average one half the usual quantity.

The committee appointed to draft an address on the subject of a rail road from Philadelphia to Pittsburg and Erie, by the West Branch route, will report the same on Tuesday evening next.

The books for the subscription to the stock of the Rail Road from Harrisburg to Pittsburg, were opened on Monday last. Upwards of 10,000 shares, at \$50 each, were subscribed on that day in Philadelphia. In Harrisburg, we were informed, not a single share was taken.

The next news of the movements of Gen. Taylor will be looked for with considerable interest. The Mexicans, it is rumored, are assembling a large force to give battle to our army. This will be the last struggle of Paredes. His government is already tottering, and another disaster like those of the 8 and 9th of May, must prove his overthrow at home and abroad.

REJECTION OF HENRY HORN.—The Philadelphia Ledger states, that the nomination of Henry Horn for collector was again rejected, on the 21th, by a vote of 20 to 29.

THE CHOLERA.—This dreaded epidemic has again made its appearance in Europe. It was stated that a case or two occurred in Montreal, Canada. There was also a rumor of a case in Baltimore, and one in Philadelphia.

Erie and Pittsburg Route.—Reading Rail Road.

The contemplated rail road between Philadelphia and Pittsburg, as well as the Erie route, has lately excited considerable attention in Philadelphia. We were pleased to find that many of the most intelligent and worthy citizens of Philadelphia are the strong advocates of the Sunbury and Erie route. They cannot see the propriety of making a new improvement almost parallel with the state works, and which the friends of the road themselves admit must, in some measure, injure the trade of the state works, and that too without developing the resources of any new section of country or opening any new avenue for trade. To all reflecting and disinterested persons, this project appears of at least doubtful propriety, when it is known that the West Branch of the Susquehanna affords a better route, which, while it will secure the trade of Pittsburg, will also give us access to the great trade of the Lakes, by connecting with the harbor of Erie—decidedly the best harbor on the lakes. And when it is known that the Lake trade is seven-fold greater than that of the Ohio, its great importance will be readily conceived. On looking over the map, it will be seen that the proposed route to Erie, by way of Pottsville and the Susquehanna, is almost in a straight line from Philadelphia, with grades so much lower, that the distance from Pittsburg or Erie can be travelled in less time and with greater speed than the central route.

It has been urged that the Reading rail road would not be able to accommodate the increased trade. We have it from the highest authority, that this enterprising company are ready to lay down a third and fourth track, whenever the increased trade shall require it.

In regard to the Reading road, we would respectfully suggest to the company the propriety of affording greater facilities at Pottsville and Philadelphia. The present arrangements are exceedingly inconvenient and troublesome. The road should terminate in the heart of the city, so that merchants and others could have ready access to it, to look after and superintend their own loading. This could be readily accomplished by means of the Willow street road, or some other route. We trust the company will see the propriety of making some such arrangement, and thereby save merchants and traders much waste of time and unnecessary expense.

CALIFORNIA.—Letter writers from Washington say there is no disposition at that place to conclude a treaty of amity with Mexico, without the acquisition of California. England and France would, necessarily, desire to shut us out from the possession of San Francisco, the most desirable position on the Pacific; but the very indication is the strongest reason why it should be pressed with more zeal on our part. Should the war continue against Mexico, it must inevitably fall to our lot by the right of conquest, recognized by civilized nations.

CHOLERA AT QUEBEC.—It is said in the Montreal Herald, of the 15th instant, that there is a report of the cholera having made its appearance at Quebec. The report is not, however, positively confirmed.

TWO THOUSAND FEMALE TEACHERS are said to be immediately wanted in the State of Kentucky. A writer in the Louisville Journal says, that a number of benevolent ladies are taking measures for supplying, in part, this destitution.

We invite the attention of our readers to the following letter from a gentleman of high character and standing, whose knowledge and practical information upon the subject upon which he writes, entitles his opinions to great weight. There can be no doubt about the practicability and importance of a rail road communication between this place and Philadelphia. The extension of the road to Pittsburg and Erie is a matter entirely for the good people of Philadelphia. The citizens of this place are not individually interested in having a rail road to pass through this place. But the command of the Lake as well as the Pittsburg trade, is a matter of great moment to Philadelphia.

"NEWTONS, April 12th, 1846.

I spent a day among the mountains on my return from Danville, in company with B. P. and others, and my decided convictions are, that the apparently sterile country lying between Pottsville and Sunbury contains more mineral wealth than any portion of the Union. Illinois, Iowa and Lake Superior may boast of their lead and copper mines, with an occasional appearance of silver; yet contrasted with the Coal and Iron of the Locust Mountain region, they are of small comparative value. The use of Iron in the mechanic arts, is about to become much extended. The time is not distant when all our ships and many of our houses and stores will be constructed of this material. A gentleman at Kensington, a large manufacturer of soap and oil from sperm, had his buildings all consumed by fire about three years ago. He has erected new buildings of Iron, which are fire proof, at an expense little more, he says, than wood, brick or stone would have cost him. What an amount of property in our commercial towns would be annually saved, if their stores were all erected of Iron. All insurance would be saved, which would make fully the difference in expense. Our merchants who are alive to their interest, will not be long in perceiving the advantages of stores built of Iron. In England, they are not only erecting stores but dwelling houses of Iron. This view of the extended use of Iron, you may deem visionary; but should you live ten years, you will see it realized. The discovery of the powers of steam and its application to the sciences and mechanic arts, produced a new era in the world. The same result will be effected by the discovery and use of anthracite coal in the manufacture of Iron. Pigs, I am told, can be manufactured by experienced iron men, at an expense of sixteen dollars a ton. Competition, which will commence as soon as the demand is fully supplied will probably reduce the price of Bar Iron to \$40.00 a ton. At present the iron men have a large profit. But at the rate new furnaces are now erecting, in three years the supply will be equal to the demand, and then will commence competition and a consequent reduction in the price. Here is the error committed by the Secretary of the Treasury, in his report to Congress. He predicates his scale of duties upon the present profits of the manufacturer and iron master, and makes no allowance for the reduction of profits which competition must effect. This Mr. Walker may be a good lawyer, for any thing I know; but judging him by his report, he is a most miserable political economist. His views are fallacious and puerile, and if reduced to practice must paralyze the arm of labor.

If then I am correct in my views of the extension of the use of Iron, and that competition must reduce the profits, the location for operations in the Iron business is a matter of great moment to those who embark in it. That location where Iron ore and coal can be had at reduced prices, and at the same time a cheap conveyance to market, will possess great advantages. Where a large business is done, a few cents saved on coal or in the excavation of ore, or transporting it, would at the end of the year give a gross amount of profit, which competition could not effect. In most of the furnaces I have seen, they are too distant from one or the other, or both the materials used. Even at Danville, where the ore is at hand, they must give \$1.75 per ton for coal, whereas at Shamokin it could be got at \$1, or perhaps 75 cents—if the latter, it would make a difference of \$3, in the cost on one ton of Iron. In my late visit to Shamokin, I found within a quarter of a mile from the furnace, coal, the black band, the argillaceous and the bog ores—all that is necessary for fuel or admixture of ores to make the best Iron. The region, then, between Pottsville and Sunbury, in my judgment, is the proper location for furnaces. Others less advantageously situated cannot compete with them, and this fact must, at no distant day, meet the eye of the capitalist and shrewd business man. The question arises, will the Rail Road be made? Will an opportunity be given for the full development of the exhaustless minerals of this rich region—minerals which have become indispensable to the necessities and comforts of life, opening a new era for the exercise of profitable labor, and the safe investment of capital? I trust it will; and if it is, the whole completion of your country will be changed. I anticipate advantages from the act granting the right of way to the New York and Erie company. It will be the means of finishing the Williamsport and Elmira Road, and extending it down the West Branch to Sunbury. But the Southern route, a rail road parallel with the Pittsburg canal—bah! what nonsense. Philadelphians would have much better subserved their own interest by embarking in the Northern route, tapping Lake Erie at the town of Erie, which would enable them to command the trade of three states and one territory.

LUTHERAN SYNOD.—The Synod of the Evangelical Lutheran Church was in session at Orwigsburg, Schuylkill county, during the whole week before last. A large number of clergymen and lay deputies were in attendance. Among the distinguished strangers present, were the Rev. Dr. Meyer, of New York, and the Rev. Dr. Hengstenberg, from Berlin, a brother of the celebrated Professor Hengstenberg. We have no account of the deliberations of the body, further than that they were conducted with perfect harmony and good feeling.

HURRICANE IN BEGGS COUNTY.—Bucks county was visited on Saturday afternoon last by a hurricane, which did much mischief, coming from the north-west, shifting suddenly to the north and north-east, and then again to the north-west, from which point it continued to blow with great violence for about ten minutes. In Lower Makefield Township, Mr. Wm. Wharton had several fine apple trees blown down, and a large portion of fence levelled. Several other farmers in this township sustained considerable loss in damage to fruit trees, fences, &c. On the farm of Mr. Joel Mason, a pear, an apple and a chestnut tree were blown down—the latter taken up completely by the roots. The pear tree, a very large one, loaded with fruit, was situated only about ten yards from Mr. M.'s house, and was snapped asunder about six feet from its base. In its fall, one of his children narrowly escaped being crushed. The gust was so sudden and violent, that persons in exposed situations could not keep their feet. Several parties of haymakers were surprised by the hurricane in the midst of their labors—their wagons were overturned, and persons on them made narrow escapes. Wherever a door or window was left open, the furniture was cast with violence against the walls, and carpets torn from the floors.—Philadelphia Ledger.

AMERICA WISHING TO LEARN.—General Ampudia expressed himself anxious to learn one thing of the Americans, and said if he could do it he thought he could make his soldiers fight better. The American officer to whom he spoke, delighted with his inquiring mind, asked him what he so much wished to learn. He replied, with great simplicity, "learn to swear those big words the Americans talk at their soldiers."

Later from Mexico.

GEN. PAREDES ABOUT TO MARCH AT THE HEAD OF 10 TO 16,000 MEN FOR THE DEAT OF WAR, &c.—Advices have been received in this city, via Havana, from the City of Mexico to the 30th ult. and Vera Cruz to the 2d inst. Mexico continues in a very distracted state, about the usual number of Revolutions and counter Revolutions being in progress. Letters assert positively that Paredes is soon to march with about 7000 men and the army of Reserve, for the Rio Grande. He is making great exertions to raise more men and money, but finds it a much more easy thing to obtain soldiers than the wherewith to feed, cloth and pay them. The Revolution in the South of Mexico had not been suppressed, and the statement that Alvarez had fled South was contradicted. The newspapers were warmly discussing the question of Paredes's departure, and strong fears were entertained that such a movement would lead to new difficulties at home. In case he should march, it is supposed that he may command from 10 to 16,000 men, including the Reserve and Arista's command. It is stated that charges will be preferred against Gen. Arista.

THE IRON MINES OF SCHUYLKILL COUNTY.—The Miners' Journal of Saturday calls attention to the Iron Mines of that district, and the importance of the above great sources of wealth to the country around. So great are the advantages reaped from the coal trade, that few persons can conceive that a manufacture as much neglected as that of Iron should lead to such great consequences; but it is true that eleven such establishments as are now being erected at St. Clair, by Mr. Burd Patterson, would give the following result:—

This furnace will produce 80 tons of iron a week, or 4000 tons a year, which, manufactured into bar or railway iron, will give 3,200 tons, worth at \$75 per ton, \$240,000. Now all the coal used in manufacturing this iron would, at Pottsville, be worth, at \$2 a ton, only \$40,000, leaving a difference of \$200,000 in favor of the establishment. But let us look at it in a more extended point of view: the coal produced this year will be about 1,400,000 tons, worth at \$2 per ton, \$2,800,000. Now eleven such establishments as the one spoken of above, would pay \$2,200,000, a sum very nearly as great as the whole product of this region, while they would require to put them in operation not a larger sum than \$1,000,000.

It is necessary that the iron mines of the region should be thoroughly developed, to enable us to take advantage of this source of wealth. Of this we have recently had a strong proof, for sure, as it seems to us, strangers will not look at matters with our eyes until we prove every thing which will be advantageous to us, and to their satisfaction. A gentleman from New England, largely interested in the iron business, was recently here for the purpose of examination, being convinced that iron works, to pay, must be located near the fuel they consume. So pleased was he with the appearance of things in this neighborhood, that in his opinion no objection interposed to the location here of an establishment for the manufacture of Railroad Iron, with a capital of \$500,000, but doubts as to the extent of the veins of iron ore. We trust to be able to awaken more universal attention relative to this important matter.

A COTTON FACTORY.—We are informed upon good authority that several gentlemen from the East have been in our borough during the present week, for the purpose of making preparatory arrangements for the erection of an extensive Cotton Factory. They have been looking about for a site, and were about to contract for the purchase of a quantity of bricks. The capital requisite to the undertaking is \$200,000, the half of which these gentlemen are prepared to invest, if our citizens will come forward and make up the other half. We sincerely trust that this project may be successful. A Cotton Factory, conducted upon an extensive scale, would greatly promote the prosperity of our town, in affording employment to the number of idle boys and girls growing up amongst us in ignorance and vice, and in causing money to flow in upon us from abroad, in payment for its productions.—Reading Gazette.

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The Oregon Treaty.

The Washington Union, speaking of the treaty just ratified by the U. S. Senate, says:— If rumor states the stipulations of the treaty correctly, they provide that its "basis shall be the 49th parallel of latitude from the Rocky Mountains to the straits of Fuca—England to retain possession of Vancouver's island, and to enjoy the navigation of the Columbia river until the expiration of the charter of the Hudson Bay Company, which has some seventeen years to run."

Assuming this to be true, or very nearly so, it is manifest that the treaty settles our long-vexed controversy upon terms far more advantageous to us than have ever before been offered by England.

It is well known, indeed, that Great Britain has claimed, steadfastly and from the first, her boundary line the channel of the Columbia river from its mouth up to the parallel of 49 degrees, and that she has more than once proclaimed the impossibility of receding from that basis of negotiation. The country between the Columbia river and that parallel which the present treaty is said to stipulate, has not yet been carefully surveyed or measured. But no doubt, we believe, is entertained that at least two large States may be formed out of it. However this may be, the treaty, as rumor describes it, gives us about three degrees of seacoast on the Pacific, with the eventual exclusive navigation of the chief river on the western slope of our continent. The treaty allows the common navigation of this river, not to British subjects generally, but to the Hudson Bay company; and this, it is rumored, for a limited period. But all these topics may be discussed much more to the purpose, when the articles of the treaty shall have been fully made known to the country.

THE ORRONS SETTLEMENT.—The Alexandria Gazette learns from an authentic source that the terms of compromise offered us in the Treaty just ratified at Washington were carried in the British Privy Council by barely one majority—the Premier being in the minority. The Gazette further understands that Mr. McLane has written home that no such compromise would have been offered had the tidings of our War with Mexico previously reached England. The Baltimore Patriot confirms this, and adds that the Duke of Wellington concurred with Peel in opposing the offer of 49 deg. Lord John Russell, who will be Premier before the end of July, is also hostile to any such compromise while Mr. Polk says, if the matter had been left to his discretion he would not have accepted the British offer! Truly, the escape of the two great nations from War appears to be owing most palpably to a Good Providence—hardly at all to their Executive rulers. Yet we are confident nine-tenths of the People of both Nations rejoice that the difference has been settled.

IMPUDENT FROM SOUTH AMERICA.—We learn from Captain B. Auvais that an affair had occurred between the English and French blockading squadrons, which may lead to something serious. The English merchant brig "Ringlobe" was lying in a small port on the coast of Buenos Ayres, taking in cargo, supposed out of reach of the vessels of war, when she was taken as prize to the blockading squadron by an English man-of-war schooner, and brought to the out-roads of Montevideo, where the admiral's ship was at anchor.

The English admiral told the commander the schooner he had done wrong, and ordered him to take the brig back, and leave her unmolested. The French admiral hearing it, and not being willing to submit to such outrageous proceeding, (as no vessel under another flag would have been allowed such a privilege, and if the coast is blockaded to one must be to all,) immediately despatched a man-of-war brig to where the vessel had gone, to possession of her, and brought her to Montevideo where she, together with her cargo, (consisting of 80 pipes of tallow,) was condemn and ordered to be sold.

The accounts from Buenos Ayres state there is no prospect of the difficulties being settled; the port was still blockaded, and of course no merchantmen were there.

The Montevideo Commercio del Plata, gives the following item:— Captain Henry, of the United States sloop war Plymouth, in searching the American pers, in the Georgetown Advocate saw the count, for the first time, of the death of his little son. The editor of the Commercio takes occasion to express his sympathy with the bereaved parent, and in a manner which shows commander of the American squadron, in Rio de la Plata, has acquired the good will.

ENTERPRISE OF THE YANKEES.—Since Matras has fallen into the hands of the Americans, the energy and enterprise which characterize the Yankees is beginning to be exhibited. A steamboat, commanded by an American, ready makes trips up the Rio Grande to the aid of some of the same universal nation have "ved in" and opened stores in Matamoros, for sale of cotton goods on "cheap principles," one third of the usual Mexican prices, but at the usual American prices. It is said to amuse some to witness the crowd around stores, composed of the mixed people of the Finely dressed women, rancheros, naked Indians and negroes, all eager to purchase goods, and bearing good, bad and indifferent Spanish, rapidly truly appalling to a phlegmatic American. In the mean time, the "old-fashioned merchants" are looking upon their need of stocks with sorrow and astonishment though they have got the greater part of the defrauding the revenue, they have cost us