

## SUNBURY AND ERIE RAIL ROAD.

At a meeting of the Erie Board of Trade, held on Monday, August 17th, in pursuance of a special call by the President thereof, on motion of George Selden, the following resolution was unanimously adopted:

**Resolved,** That in the opinion of this Board it is now expedient and will be serviceable to the interests of the State, to publish the correspondence we have so long withheld, between this Board and the Hon. CHARLES GIBBONS, of Philadelphia, and that the said letters be published in all the papers of this city, and that the President and the Secretary be and they are hereby instructed to take suitable measures to have the same republished in the papers of Philadelphia city.

GILES SANFORD, Pres. Bd.  
IRVINE CAMP, Secretary.

ERIE, Pa. March 17, 1846.

Hon. CHARLES GIBBONS:

Dear Sir—Having observed that your action in the Senate on the bill granting the Right of Way to the Baltimore and Ohio rail road company to the City of Pittsburgh, has exposed you to much obloquy and bitterness of feeling on the part of those whom you immediately represent, and having read your able, lucid and unanswerable speech, in which you set forth the reasons for that action and point out so clearly the interests of Philadelphia as identified with the policy you advocate, we feel constrained to make known to you our warm approval of your course and of the comprehensive and liberal plans which you have developed for the future internal improvements of Pennsylvania. These plans must sooner or later unite the intelligence and enterprise of the whole state, not only in their support but also in their actual extension. We cannot withhold from you the testimony of our high respect for the intelligence, that in the midst of a misguided enthusiasm for other projects, has been able to see and seize upon that, which will secure the interests and prosperity of every section of the state. Please therefore accept this expression of sympathy and regard from a portion of your constituents in north-western Pennsylvania, as a token of that respect which sagacity and integrity always should, and, (thank God and our countrymen,) always will, sooner or later, command.

We are happy in knowing that at least one leading mind and public man in Philadelphia has a just appreciation of the importance of the Sunbury and Erie rail road. In the days of Franklin and other Fathers of the Commonwealth, the importance of a direct communication between the great Lakes and Philadelphia, was justly and duly appreciated; but since those great lights were extinguished, the primary object for which that portion of our State north of the 42d parallel, including the Harbor of Erie, was purchased seems to have been forgotten or despised. Surely the object proposed by those great minds, in making this purchase, was not merely to add a little more territory to our State, to be an exposed and expensive frontier in time of War, and to be a useless acquisition in time of Peace!

While the cities of New York and Boston are making improvement to improve and expending millions in order to enrich themselves by securing the vast trade of these Inland Seas, Philadelphia, with natural advantages greatly superior to either of them for diverting this trade to her own doors, and with resources abundantly adequate to secure it, turns from Lake Erie with disdain, and from its fleets of steam and sail vessels carrying on its waters the greatest inland trade which the world can exhibit. She has never yet awakened to the knowledge of the facts, that within the borders of our own State, we have the largest, safest and best Harbor on Lake Erie, and that when the western entrance of that harbor, now in progress of improvement, is completed, the entire trade of the western states will pass through that harbor on its way to the Atlantic. But why should it not stop there instead of passing through it to an inferior harbor in a rival state, and at which it is further from the Atlantic than when at Erie? The answer is, because we have no direct, continuous line of communication between Philadelphia and Erie. Let the Sunbury and Erie rail road be made and we then have such a communication, and one which will defy all successful competition, whether the comparison be made in distance, in grade or in resources for local trade, with any similar improvement completed or in progress, or which can ever be projected, between Lake Erie and the Atlantic. Upon this project, in connection with the grant of the Right of Way, Philadelphia, Pittsburg, Erie and the whole country lying between them, could unite, and by such union the work could be completed. This would also contemplate a connection with Pittsburg at some future day, by a branch from the Erie road down the waters of the Allegheny river.

It is true, that a road to Pittsburg by this route, would be considerably longer than the "Middle route;" but we have yet to meet with an intelligent man, or with a scientific engineer, (always excepting Mr. Schlatter,) who does not entertain the decided opinion, that the difference in the grades of the two routes would more than equalize the difference in distance, and that the cost of the two roads would be greatly in favor of the northern route. The Middle route would hardly add a dollar to the local trade which our two great cities now enjoy by means of the Main Line, while the northern route would open and pour into both, a new and valuable business of that description, that can never be reached in any other way. Let Philadelphia be content with this plan of improvement, and we can all put our shoulders to the work and accomplish it. It will place her far beyond the reach of all rivalry whether on the north or the south; will confer immense advantages upon the southwestern as well as upon other parts of the state, and will rid our commercial metropolis of the odium of any longer acting the part of the dog in the manger. We are assured that these views will meet your approbation, and that you

will give our project the consideration which we think it merits, and use your influence in laying it before those who are interested in it.

Yours with sentiments of much esteem, &c.  
GILES SANFORD, President  
IRVINE CAMP, Secretary.

HARRISBURG, April 20, 1846.

GENTLEMEN.—My public duties have prevented an earlier acknowledgement of your letter of the 17th ultimo, in which you have been pleased, on behalf of the Erie Board of Trade, to express your approbation of my course in the State Senate on the question of granting to the Baltimore and Ohio rail road company the right of way to Pittsburg; and to invite my co-operation in urging the completion of the Sunbury and Erie rail road. I beg to present my hearty thanks to the body which you represent, for this valued testimonial of its respect, and to assure you that I regard the great work in which northern and north-western Pennsylvania are so deeply interested, as one of the highest importance to the common welfare of our people.

It is now more than half a century since your beautiful harbor was purchased by the State, for the benefit of the merchants of Philadelphia.—Shortly after its cession to Pennsylvania, Governor Mifflin strongly recommended the construction of canals and turnpikes to connect it with that city and other important points, with a view of securing some of the advantages of the immense trade that is now poured upon your "inland seas." The Engineers of the General Government have repeatedly referred to it in their official reports, as the most valuable harbor on the Lake, and one of the greatest commercial importance. Again and again has the attention of our merchants been invited to it as an acquisition which would enable them, with a little enterprise, to place Philadelphia at the head of American cities. The Sunbury and Erie rail road company has been organized for several years under one of the best charters ever granted by our Legislature, and a superior route for a rail road has been surveyed, in part located and made ready to be put under contract.—But Philadelphia has stood aloof, and have been content to boast of their "natural advantages," trusting in them exclusively, until Boston and New York, overcoming by their enterprise all their natural disadvantages, have stretched their iron arms to the Lake—built a magnificent city on its borders, and now hold in their grasp a trade that requires for its accommodation some five hundred steam and sail vessels, with an aggregate of more than one hundred thousand tons! And it is a curious fact, that goods sold in Philadelphia are carried at some seasons of the year through the city of New York to Buffalo and then pass your harbor on their way to the far west; thus making a circuit of nearly seven hundred miles, with three transshipments before reaching a point on the Lake within our own State, distant from Philadelphia by the route of the Sunbury and Erie rail road four hundred and thirty-five miles only!

All of the extensive improvements in the western States north of the Ohio, were made with the view of furnishing to the country bounded by that river and the Mississippi an outlet for its productions by way of the Lakes, instead of confining the out-let to Pittsburg and New Orleans. Such was the object of the great Ohio canal from Portsmouth to Cleveland—the Miami—the Chicago and the Wabash canals, and such is the object of the rail road now nearly completed, from Cincinnati to Sandusky. Through these avenues a large amount of the productions of the great west is poured upon the Lakes, and carried around Philadelphia, by way of Buffalo, to the city of New York, often for the same price that is charged for transporting similar articles up the Ohio river to Pittsburg only!

The Sunbury and Erie rail road would strike a point on the Lake east of these western improvements and 265 miles nearer to Philadelphia than to New York through Buffalo, and one hundred miles nearer than to the same city by the way of the New York and Erie rail road.

The grades on the Sunbury and Erie route are much lighter than those of the N. York and Erie, and the road itself, constructed of the best materials and in the most substantial manner would be much less expensive and could be worked at much less cost.

The nearest route from Erie to the city of New York would be through Philadelphia by way of the Sunbury and Erie road, and produce and passengers could be carried to New York cheaper over the Pennsylvania road, than by either of her own routes.

A reasonable ground is therefore presented for the belief, that the great works of the western States already referred to, would be feeders to the rail road by which it is proposed to connect your harbor with Philadelphia, and that such an improvement would carry to that city an immense amount of produce and travel, that now has no convenient means of transit from the Lake, except to Boston and New York. It would also open to Philadelphia a market from which she is now entirely excluded by a long and shameful neglect of her "natural advantages."

The Williamsport and Elmira rail road may be considered as a branch of the Sunbury and Erie. A few hundred thousand dollars would complete the connection between that work and others of a similar character which are now in progress or contemplation, communicating with Rochester. This would bring Buffalo, Rochester, and all of western New York, many miles nearer to Philadelphia than they ever can be to New York City, by any work that it is possible to construct through the territory of our sister States; opening to our commercial metropolis

still another market, with which she might carry on a profitable trade at all seasons of the year.

I need not extend the estimate of benefits to result from the completion of this rail road connection between Philadelphia and Erie, and the various branches that would naturally grow from it, to some of which you particularly refer. It is true that much of the country through which it would pass is now almost a wilderness; but that is an additional argument in its favor. The earth would soon be subdued and replenished by a hardy and happy population whose industry it would reward with its mineral wealth and crown with the richest agricultural products. Your beautiful town, becoming a favorite gateway of the Lake trade, would soon increase to a great city, reflecting its prosperity upon the surrounding country, and realizing the hopes and aspirations of the good "Fathers" of whom you speak, when they secured it for the use of their children.

When the people of Philadelphia take the pains to examine for themselves the various improvement projects that now agitate the State, I am well assured that the apathy so long felt in regard to the Sunbury and Erie rail road will cease to exist, and the work so earnestly advocated by the western and southern counties, will cease to alarm them. They will understand that the "right of way" is in fact a grant to Philadelphia of a right of way to Pittsburg through Maryland and Virginia, by which she could easily secure a continuous rail road connection with our Iron city.—In summing up the out-lay of capital that will be required to make that connection, complete the rail road from Philadelphia to Erie, and the branch from Williamsport to Rochester, they will be surprised at the fact, that all these works can be constructed and put in operation at a cost to them, of less than one half of the sum needed for the contemplated road from Harrisburg to Pittsburg, by the Schlatter survey! They will see in these great measures, a source of prosperity never yet enjoyed by the Commonwealth or her cities, and will wonder why they have hesitated between them and a "central road" of tunnels, tall viaducts—deep cuts—long grades and high embankments, to be made, (if made at all,) by taking from them more capital than any city in the Union can spare from its business, and sinking it under a charter that is but a tissue of most dangerous blunders.—If the steamwhistles of our neighbors are not loud enough to arouse Philadelphia from her slumber and her idle dreams of "natural advantages," she will soon be awakened by the unusual silence that shall reign in her business streets.

I am, with great respect, yours, &c.

CHAS. GIBBONS.

G. Sanford, Esq. President, and Irvine Camp, Esq. Sec'y Erie Board of Trade.

From the Mobile Herald and Tribune, Sept. 6.  
U. S. BRIG TRUXTON BURNED.

By the arrival of the U. S. Revenue steamship Legare, at New Orleans, from Vera Cruz, we are in receipt of letters from our correspondents as late as the 29th ult. We have only time, previous to the closing of the mail, to publish the following letter.

U. S. SQUADRON,  
Off Point Antonio de Lizardo,  
August 29th, 1846.

The only event of importance which has transpired of late is the loss of the U. S. brig Truxton on the bar of the Tuspan river, about 130 miles Northward of Vera Cruz. The intelligence was brought to the squadron on the 19th by the St. Mary's, that ship having picked up one of the Truxton's boats, with Lieut. Berryman on board.

It appears that Capt. Carpenter, of the Truxton wishing to get his vessel near shore, to protect his boats while obtaining provisions, employed a Scotchman he had taken out of a small Mexican prize to pilot him in, but who whether from design or accident, ran him aground on the 15th. On the 17th, with the exception of Lieut. Hunter and a boat's crew, she was abandoned by the officers and men, who went ashore to the number of about 60 in all, and surrendered themselves to the Mexican commandant. They were hospitably received, complimented with a ball, and left next day with a guide of four men for Tampico, about 100 miles further North. Lieut. Hunter and his boat's crew put to sea, captured a small Mexican schooner and came down to our present anchorage; making in all two officers (Lieuts. Berryman and Hunter) and about 20 men saved. As soon as the news was received, the Princeton immediately got under weigh and proceeded to the scene of disaster.

The Truxton was found heaving on the bar, bilged, and completely filled with water, having about 4 feet over the berth deck. The surf was so violent on the bar that it was not until the 22d that the Princeton could board her, when finding it impossible to get her off or save her, she was fired and completely burned. A few of the best spars were brought off, but otherwise she is a total loss. She had been completely plundered and stripped by the Mexicans before the arrival of the Princeton. Her guns were found to have been thrown overboard. The Princeton ran into 5 fathoms water (she draws 19½ feet) and was then about 14 miles distant, the swell was so heavy that a nearer approach in shallower water was deemed dangerous.

After firing the brig, the Princeton returned immediately to the 23d to this present anchorage, about 10 miles southward of Vera Cruz. At the mouth of Tuspan River the Mexicans have a small force tented in sheds. The town of Tuspan is back some 6 miles distant. Several communications passed between the Princeton and shore by flags of truce, and by them the fate of the captives was learnt.

The cutter Legare, sixty hours from Brazos, arrived on the 25th with despatches for our Com-

modore, supposed relating to a three months armistice with the Mexicans. The distance from the Brazos to this place is 450 miles, and was performed under steam, against strong head winds. The Legare returns direct to New Orleans for repairs to her boilers which are in a bad condition, and prevents her carrying steam. About ten days since, Santa Ana left Vera Cruz for the city of Mexico, previous to which, however, he sent a polite invitation to our Commodore to meet him on board the English frigate Endymion; the interview did not take place.



THE AMERICAN.

Saturday, September 19, 1846.

## Democratic Nominations.

CONGRESS.

ALLISON WHITE.

ASSEMBLY.

SAMUEL T. BROWN.

COMMISSIONER.

WILLIAM FOLLMER.

AUDITOR.

EMANUEL ZIMMERMAN.

**V. H. PALMER, 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 monies due this office, for subscription or advertising.**

Also, at his Office No. 160 Nassau Street, New York.

And S. E. Corner of Baltimore and Calvert sts., Baltimore.

**PRINTING INK.**—A fresh supply of superior summer ink just received, and for sale at Philadelphia prices.

On our first page is an interesting and useful article on the use of tea and coffee, and its effects.

**THE HON. CHARLES GIBBONS, AND THE SUNBURY AND ERIE RAIL ROAD.**—In another column our readers will find an interesting correspondence, between Senator Gibbons of Philadelphia and the Board of Trade at Erie. Mr. Gibbons's letter exhibits talents of a high order, and is from the pen of one who thoroughly understands the subject upon which he writes. Mr. Gibbons, last winter, met with much bitter opposition from some of his constituents, for his course in regard to the right of way. They did not, however, pretend to meet his arguments. The publication of the correspondence has been withheld until recently.

**THE DEMOCRATIC TICKET.**—The convention, for the formation of a whig ticket, met in this place on Monday, and nominated a candidate for Congress, and one for Assembly. Andrew Guffy, Esq. presided, assisted by Elisha Kline and Henry Gibson, and Robert M. Frick, Secretary. On motion of W. C. Lawson, Esq., a series of resolutions in favor of the tariff of 1842 were adopted. Jacob Painter and Dr. Grier were appointed Congressional conferees, to meet at Muncey, with instructions to support the Hon. James Pollock. Our young friend, Capt. Samuel Hunter, was nominated for Assembly. Our whig friends, we confess could not well have made a better selection from their party.

**THE CLINTON DEMOCRAT,** speaking of the unanimity of that county for Mr. White, doubts whether any of the other candidates were represented so unanimously. We have no doubt of Mr. White's popularity at home, and only have to say, that we did not know of a single individual opposed to Mr. Jordan in this county. He would not suffer his name to be used where there was any opposition, whatever.

**THE GAZETTE,** and some other free-trade editors who published the statement that Mr. Cooper raised the wages of his hands in his rolling mill, in consequence of the passage of McKay's bill, are as silent as death about Mr. Cooper's contradiction of that silly story, and his statement that capital and labor must be reduced or that the iron works must stop.

**JUDGE KIDDER** was so much injured by the upsetting of the stage near Tamaqua, when on his way to hold court at Orwigsburg, that he will not be able to take his seat on the bench during the term.

**GEN. TAYLOR AND THE PRESIDENCY.**—We see that Daniel Montgomery Leisenring, Secretary at 4th of July meeting in Philadelphia, communicated to Gen. Taylor a number of toasts and resolutions nominating him for the Presidency. Gen. Taylor, in his reply "to D. M. Leisenring, Esq., for Wm. Moore, Jas. L. Blake and others," informs them that he is not ungrateful for the intended honor, but regrets that he should be embarrassed in the prosecution of the war, with what he no doubt deems disinterested manifestations of friendship.

## The Gazette's Last.

"When Ajax strives some rock's vast weight to throw,  
The line too labors, and the words move slow."

The editor of the Sunbury Gazette, after the lapse of two weeks, comes out in a labored and lengthy article of about two columns, intended as a reply to our last article, on the prices of foreign wheat. Those of his readers who have had the patience to wade through the article, and winnow the chaff from the little wheat it contained, will no doubt be thankful to the editor for his intimation that he is about to close his labors on this subject. Certainly a most wise conclusion. We should certainly very much regret being the cause of his readers receiving another such infliction upon their patience. The editor of the Gazette comes to the sage conclusion that either his table or ours is incorrect, and that he will stand by his, and that Mr. Hanson and all those who have written upon this subject, excepting the Gazette, know but little about it. How these gentlemen will feel, when they hear of the opinion of the Gazette, we can hardly imagine.

The Gazette seems to be particularly interested for the cotton planters and Western farmers.

**MR. FOSTER AND THE TARIFF.**—The Democratic Union, of the 26th of August, Mr. Foster's organ at Harrisburg, says that "Mr. Foster is the decided friend of a protective tariff." The Erie Observer, at the other end of the state, published the same day, says "Mr. Foster is the friend of McKay's bill—the tariff of 1846." Now, according to some of Mr. Foster's own friends, he is tariff or anti-tariff, just to suit the market. It is, however, but just to say, that the Union is the only paper we have seen which claims Mr. Foster as a friend of a protective tariff.

**WHEN WE CHARGED MR. FOSTER** with being in favor of free trade, and having suffered the Clarke's Ferry bridge to be destroyed through carelessness and mismanagement, the Harrisburg Union pronounced it a "base charge," and asked for the proof. We furnished such proof as would be satisfactory to any reasonably mind. The Union was silent,—not a word in reply. In the meantime, some of the smaller Foster papers copy the Union's article, knowing its untruth. Comment is unnecessary.

**THE JOHNSTOWN DEMOCRATIC COURIER** says, that the collector at that port, one of Mr. Foster's appointments in pursuance of the bargain and sale, is notoriously incompetent, and "not capable of writing two lines intelligibly or correctly." The editor says, Cambria will tell a wonderful tale at the election. In fact the whole west is dissatisfied with Mr. Foster, and the north and east are much of the same opinion.

**MR. FOSTER IN CHESTER COUNTY.**—At a democratic meeting in Chester County, a resolution, among others, was offered in favor of Mr. Foster, which was opposed by Mr. Monaghan. The following is an extract of his remarks:

"A motion being made to adopt the resolutions as reported, James Monaghan, Esq., declared that he could not vote for the one which says that 'Wm. B. Foster,' the candidate for Canal Commissioner, was 'in every respect worthy of the confidence of the people.' Mr. M. said he could not support that resolution. He did not believe that Mr. Foster was worthy of confidence. He said he had been nominated by management; that he had withheld appointments upon the public improvements in order to secure his nomination; and that he had used his office to effect that object; and that to this day, he had not made certain appointments to fill offices which were now held by men who had given not one cent of security to the State. He could not approve such conduct."

**FELIX GRUNDY MCCONNEL,** member of Congress from Alabama, committed suicide at the St. Charles Hotel, Washington. Poor Felix was not without talent, and possessed some generous traits of character; but the consuming fires of intemperance made him a blackguard and a debauchee, when at length, in a fit of delirium tremens, he put an end to his own life, by cutting his throat.

**THE PHILADELPHIA LEDGER** contains the following Telegraphic Despatch, announcing the loss of another vessel:

BALTIMORE, Sept. 16.—8 o'clock P. M.  
**LOSS OF THE STEAMSHIP NEW YORK.**—By the Southern mail we have the melancholy tidings that the steamship New York was lost in the Gulf of Mexico on the 7th inst. She foundered in sixteen fathoms water, carrying down with her twelve passengers and five of the crew. There was nothing new from the Army or Mexico.

Great solicitude is felt at St. Louis on account of the scarcity of provisions in the army under the command of General Kearney.

The St. Louis Republican thinks that a battle is inevitable between the hostile parties at Nauvoo, and that the next news will bring sad tidings.

## Sons of Temperance.

A grand gathering of this order is expected on Thursday the 24th inst., at Northumberland. The occasion will be the presentation of a Bible and Banner, by the ladies of Northumberland, to the Division at that place.

All in any wise favorable to the cause,—every man who feels an interest in the great work, which, tho' so lately begun, has already been crowned with such glorious results, will find a hearty welcome. The Divisions from Sunbury, Lewisburg, New Berlin, Danville, Milton, Berwick, and Williamsport are expressly and cordially invited to be there.

Procession will form at 1 o'clock, P. M. at the Town Hall.

J. W. MILES.

GEO. APLEY.

DAVID TAGGART.

North'd Sept. 9, 1846. Committee.

## LATE FROM THE ARMY.

**Hot and Dangerous among the Volunteers.**  
By the southern mail we have New Orleans papers of the 6th inst. The Delta of that date says: "We have been permitted to pursue a letter from Gen. Taylor, dated Camargo, Aug. 20. The letter states that he had sent on 20 mules, 300 wagons and 11,000 rations, and that he would himself move on the 1st or 4th inst. for Monterey—that if the enemy did not give him fight there he would push on to Sillitoe and there arrange his plans for a future advance forward movement."

We have later dates, received by another rival at New Orleans. The troops were still advancing, but were unsuccessful in the search for the enemy.

The boiler of the steamboat Enterprise has been blown up on the Rio Grande, and J. Howard, of Baltimore, a sutler, badly scalped. Several others were hurt, but none belonged to your city.

The Picayune gives the following account a terrible riot among the volunteers:

On the night of the 31st ult., a riot broke out among the volunteers on board a steamboat lying at an encampment opposite Barita. Particulars of this shameful affair, as we have them, are as follows: On board the boat were some three or four companies of Georgia volunteers. Of these there was one Irish company between which and some other company a feud had existed for several days. The quarrel reached its climax on the evening mentioned, and a terrible fight ensued.

Shots were fired, and swords and bayonets used indiscriminately in the affair. Some fifteen or twenty persons are reported to have been killed or mortally wounded. It is supposed that eight or ten were forced overboard who either drowned or had died of their wounds. While the fight was going on, the Colonel the Georgia Volunteers most gallantly interferred to quell it, by personally attacking the volunteers with his sword and pistols. He shot down one man and wounded several others, finding he could not succeed in putting down the disturbance, he called upon Col. Baker, the 4th Regiment of Illinois Volunteers for assistance.

Col. B. ordered companies A. and G. of 1 regiment to assist in quelling the fight, and went in person, accompanied by about 200 the boat. He immediately stepped on board, ordered them to desist and attempted to ascend the stairs, when he was attacked by the riot and had a desperate conflict. He defended himself bravely for some time against swords, bayonets and shot, but was finally wounded a ball entering his neck. It entered behind and passed out through his cheek or mouth. The twenty men who accompanied Col. B. belong to Company C., of these 8 were wounded, six with bayonets and two with balls.

On the arrival of Companies A. & C., Col. Roberts, of the former, ordered his men charge on board, and led them as far as steps, where he received a severe wound from a bayonet, which entered near the shoulder blade and passed through his back. The boat was so well defended that the Illinois troops were forced to retreat, they having no cartridges with them. Ammunition was soon, however, furnished them, and on approaching a boat again, every thing became quiet. Near the Illinois troops were killed, and it was thought on the next morning that Col. Baker and Capt. Roberts would recover from their wounds. In fact, there was little apprehension felt for their safety.

Two of the privates of Company C. it was feared were mortally wounded. The company of the Illinois troops was also wounded, but slightly so.

At the time Col. Baker was shot he was engaged in a personal conflict with the Capt. the Irish company, who was also among the wounded.

The rioters were finally subdued and forced to surrender their arms, and placed under strong guard.

From the New Orleans Picayune  
Latest from the Army.

The steamship McKim, Capt. Page, arrived yesterday evening, from Brazos Santiago, where she left on Wednesday morning last.

The main army is at Camargo, but there are troops at prominent points all along the Rio Grande, from the mouth up. Considerable sickness prevails, and deaths are daily occurring amongst them.

By this arrival we have accounts of the blowing up of the steamboat Enterprise, by which five persons were instantly killed and several wounded. This casualty occurred a little after daylight on the 21st ult., about forty five miles above Reynosa, when the engine had just made the third revolution, the boat having been tipped up to the bank during the night. There did not seem to have been much damage done to the hull by the explosion, but her upper foreworks and part of the cabin were terribly destroyed. The first four ribs of the boilers were blown literally into fragments, and how so many persons escaped instant death is truly a wonder.

There were over one hundred and fifty persons on board, and many in the immediate vicinity of and directly over the boilers, who were severely injured. We obtained these particulars, with the accompanying list of killed & wounded, from Mr. Emmons, one of the pilots of the Enterprise, who, with seven other persons, was lying upon the boiler deck, directly by the wheel. Of these eight persons, four were badly injured. Immediately in front of the wheel, and almost between the chains, sixteen other men were lying down, and