

Edgefield Advertiser.

"We will cling to the Pillars of the Temple of our Liberties, and if it must fall, we will Perish amidst the Ruins."

VOLUME XII.

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**PUBLISHED EVERY WEDNESDAY.
BY WM. F. DURISOE.
EDITOR & PROPRIETOR.
NEW TERMS.**

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The friends of Major ABRAHAM JONES, announce him as a candidate for the Legislature, to fill the vacancy occasioned by the death of James S. Pope Esq.

The friends of JAMES SPANN, Esq. respectfully announce him as a candidate for the office of Tax Collector, at the ensuing election. April 14 if 12

The friends of WESLEY BODIE, announce him as a candidate for the office of Sheriff, at the ensuing election. February 24 if 5

The following gentlemen are announced by their friends as candidates for the Office of Tax Collector, at the ensuing election: Col. JOHN QUATTLEBUM, GEORGE J. SHEPPARD, EDMUND MORRIS, SAMPSON B. MAYS, LIEUT. JAMES B. HARRIS, MAJ. S. C. SCOTT, LEVI R. WILSON.

The following gentlemen are announced by their friends as candidates for the office of Ordinary, at the ensuing election. Col. JOHN HILL, Capt. W. L. COLEMAN.

From the Temperance Advocate.
PLANK ROADS.

Mr. Editor,—I would like to call the attention of the people of South Carolina to the mode of improving their highways by means of plank roads. It appears to me that this is the very best possible improvement for this State, where, from the great scarcity of stone, McAdamizing is almost impracticable; and even if stone were plentiful, the nature of the soil would be the worst for that kind of improvement while it is the best possible kind of road, yet there are many situations where, either from the nature of the country, or the smallness of its products, the expense of constructing them would not be justified.

The railway is more adapted to the exigencies of a great highway, where a large and regular supply of trade requires the power of steam to transport it. The communications to this great highway are the positions where the plank road is required. Upon them any kind of vehicle may be used, which is not the case with the railway, which, from its nature, necessarily confines the transport to a particular kind of vehicle, which cannot be used in other situations. Thus, though generally, the railway is the best kind of road, there are situations in which the plank road is its superior.

These roads, first made in Russia, have been used in Canada, and a portion of the State of New York for some years, and are highly approved of. There are now in Canada, some five hundred miles of them in successful operation, and many more miles projected. In fact, in any situation where timber is plenty, they are next to railways, the best possible kind of road, both for ease of draft, greater uniformity during all kinds of weather, and presenting the greatest facilities for repairs.

The mode of constructing a plank road is very simple; two pieces of scantling, four inches square, are laid in the direction of the road, and at the proper distance apart—these timbers are entirely imbedded in the earth, and upon them, and across the road, three inch plank is laid, timbers, but without being fastened to them in any way; upon the plank about one inch of clean sand is strewn. This, with side ditches for draining, similar to those made on other roads, and especially necessary for this, completes the track. Careful experiments made to this object, have determined that the friction of vehicles, of the amount of power required to draw them, on a good gravel road, amounts to one-sixteenth of the weight; on a McAdamized road, one-thirty-sixth of the weight; on a plank road, one-fifty-first of the weight; on a well made payment, one-seventy-first of the weight; on an oaken plank road, one-ninety-eighth of the weight; on a heavy railway bar, one-two hundred and eightieth of the weight.—From which it will be seen that a plank road ranks next to the railway in the power required to transport freight over it.

I think it may be assumed, that the average cost of a railway, with a bar not exceeding 50 lbs. to the yard, or 77 tons to the mile, will be fifteen thousand dollars to the mile, in this portion of the State for a single track.

The following is the estimate of the cost of a single track of plank road, one mile long, eight feet wide: 126,720 feet board measure, 3 inch plank, and 14,080 feet of 4 by 4 inch scantling, in all 140,800 feet

board measure, at seven dollars per thousand, is \$985 60
Grading and laying highest price per mile, 400 00
Engineering and toll houses, 200 00

\$1,585 60

Say 1,600 per mile.

The actual cost of working a railway with a heavy bar and steam power, will be as follows: Locomotive power, per ton per mile, 0.219 cents
Repair and ren'l. of track, &c. 0.401 "

Miscellaneous, 0.430 "

Total cost per ton per mile, 1.250

This is supposing that the railway bar will transport two millions of tons, which is a large estimate, and above that which has heretofore proved to be the case.

On a plank road, the first and third items will be divided among the many who transport, and will not be easily estimated, but will probably be 3 times as much as the railway, say 2.000 cents
Repairs and renewal of track, 0.200 "

Miscellaneous, 0.100 "

Total cost per ton per mile, 2.300

Of this not more than 0.300 will be required in payments, while the whole amount of 1.25 cents per ton per mile must be paid in cash to maintain the railway.

If we allow seven bales of cotton to the ton, the cost will be in one case, 33 cents per bale, and in the other, 18 cents—on a road of one hundred miles in length, this will amount to 18 cents, and 33 cents, which will be the absolute toll required for keeping up the improvement. The interest on the cost is another consideration. The railway costing ten times as much as the plank road, will of course require ten times the trade to support it, or the trade being equal, ten times as much toll on a single item transported. This makes the consideration of the expected trade an important item in the choice of an improvement.

To sum up all these different considerations, we arrive at the following conclusions: That the plank road will cost but little over one-tenth as much as a railway—the same power can transport upon it one-third as much as it can upon the rail road; though the cost of money paid will be one-sixth for keeping up the road. It can be made in places where, from the small quantity of product, a railway would not be supported, and on grades that would be inadmissible upon the railway—and finally, the same vehicle and power which the planter uses upon his farm to produce his crop, in less busy times, be used to transport that crop to market.

I have not entered into any calculations to show the advantage of a good road over a bad one, as I suppose there are but few who do not already know this advantage as well as I could demonstrate it. I have merely wished to point out the kind of road which would be most suitable to carry out the proper principles of

ECONOMY.

Roanoke Railroad.—The proprietors of the Seaboard and Roanoke Railroad have declared their determination to perform the travel between Portsmouth and Weldon in three hours; between Portsmouth and Gaston in three hours and a half; and from the latter to Raleigh in three hours. They state the run from Baltimore to Norfolk or Portsmouth can be made in ten hours—so that the whole line of travel from Baltimore to Raleigh, when it is in complete operation, will probably be performed in sixteen hours and a half. The distance is 350 miles.

We learn that these gentlemen have sent on a heavy order to Richmond for T iron to commence the work of re-laying the road. Their expenditures within the State (to which it is their intention to confine them as far as practicable) must necessarily be very considerable—and they go upon the cash principle entirely.—*Norfolk Herald.*

The Crops of Mississippi.—We are informed by gentlemen from all parts of the State, says the Mississippiian of the 16th ult., that the crops of this year have never been excelled in appearance at this season.

The oat and wheat harvests are over and the yield is abundant. The quantity of corn will undoubtedly be immense. More land is planted and the wondrous growth excites the admiration of all beholders. There may not be more acres of cotton than there were in some past years, but the present appearance gives promise of as fine a crop as ever has been picked. Take it for all in all the earth, this year, has and will give a greater increase than we have ever received.

A Keen Reply.—John Wesley, in a considerable party, had been maintaining with great earnestness the doctrine of *vox populi, vox Dei*, against his sister, whose talents were not unworthy of the family to which she belonged. At last they preacher, to put an end to the controversy, put his argument in the shape of a dictum, and said:

"I tell you sister, the voice of the people is the voice of God."

"Yes," she replied, mildly. "It cried crucify him, crucify him, crucify him!"

A more admirable answer was perhaps never given.

A toad, which was buried under a reversed flower pot, three feet beneath the surface of the ground, on the 14th of June, 1846, was, on the 14th of last month,

disinterred, and instantly commenced skipping about. Its mouth was closed up with a white skin, but its eyes were sparkling as when, on that day twelve months, it was put below the ground.

AN EASTERN FUNERAL.

A funeral is described in a letter from Alexandria as one of the most gorgeous spectacles in that region for years. It was that of the Pacha's son, who died while absent from Alexandria, and whose remains were landed there from the French steamer Osiris. The places of business, on the day of the funeral, were closed, the flags of the shipping hung half mast high, and minute guns were fired from the admiral's ship. The procession was as follows:

1. One hundred camels, laden with bread, provisions and water, in two lines.

2. A number of bullocks and sheep, driven by butchers, to be slaughtered, according to the custom of the country, at the place of interment, for distribution amongst the poor.

3. Six regiments of soldiers, with arms reversed, and bearing the usual military insignia of mourning.

4. The National Guard in two open lines, between which, in procession, were the household officers, in their beautiful state uniforms.

5. The principal native merchants bankers, &c., all dressed in the Nizam costume, with white mourning turbans.

6. Twelve boys, in two files, each bearing a copy of the Koran on a brilliant salver, and covered with elegantly embroidered white and scarlet satiu napkins.

7. The naval and military officers.

8. The native clergy, with white mourning turbans.

9. Twenty-four men, dressed in embroidered satin robes, bearing incense in chastely-designed gold and silver vases.

10. One hundred blind boys, in white surplices, who chanted the usual funeral song, (and which seems so closely allied to the Irish funeral cry.)

11. The ministers and chief officers of state, in two lines, between which was the bier, covered with the richest Cashmere shawls, and borne by twenty boys.

This was followed immediately by his highness Saib Pacha, as chief mourner; and immediately followed by the European consuls general, a body of French naval officers in uniform, and the principal European merchants.

These, again, were closed up by a body of troops. The order of the procession throughout was maintained with the greatest regularity, and its general effect was peculiarly imposing. Scarcely an accident occurred—a fact strikingly singular, where there was an accumulation of something very little short of 50,000 persons, and a large proportion of these nearly savage. By one of those happy schemes for which these people are remarkable, the rabble was entirely kept away from the procession by an officer, who rode considerably in the rear, and who distributed quantities of small coin along the line.

Extra services have been since performed, both by day and night, at the family mosque, and the populace are nightly regaled with coffee and pipes, at the grounds adjoining the cemetery.

Dr. Franklin's First Paper.—We like to see the craft flourish, have great pleasure in acknowledging an Exchange, in which merit and capability are discoverable.—We yesterday received a visitor in the form of the "Pennsylvania Gazette," published by one Benjamin Franklin, the same individual, we believe, who was once examined before the British Parliament and gave answers perfectly satisfactory—to himself. The typography is not so good as it might be, for the types look like an army at the close of a long march—rather in a straggling condition, and the impression they have left is not of the neatest. The sheet has merit of the right sort, and we shall be glad to receive "copies" frequently. To speak plainly, we have been favored with no less than a *perfect fac simile* of the very first number of the *Pennsylvania Gazette*, edited by Dr. Franklin, the date being, Sept. 25th, 1729. This is a great curiosity, and so well executed, even to the color of the "pot" sized sheet, that it would deceive even the critics. It has Dr. Franklin's address, in which he apologises for not continuing the printing in his small vehicle, of Chamber's Dictionary, which had been commenced by his predecessor. He says, in excuse, that the references, from one year to another, would be sometimes ten years apart!—This fac simile of a very scarce and remarkable paper, has been prepared for No. 2 of "American Historical and Literary Curiosities," edited by J. Jay Smith and John F. Watson, about to be published. The same number will contain, also, a copy of the original of Lord Cornwallis' Surrender at Yorktown, signed by himself, and many other very remarkable original documents.—*U. S. Gaz.*

Method of supporting Trees.—The branches of trees when loaded with fruit, may be kept from breaking in the following manner: Connect with cords all the heaviest branches, commencing with the lower ones, and fasten the ends to the upper part of the trunk. Branches when thus secured together cannot break. This plan is far superior to the old method of props.

New Speculation.—Mehemet Ali has found a new source of revenue, in the *fine linen* in which the immense deposits of

mummies are wrapped, by applying it to the manufacture of paper. Calculations, founded upon mummy statistics, make the linen swaddings of the ancient Egyptians worth \$24,000,000. This is better than stealing pennies from the eyes of dead men.

From the N. O. Delta, 22d inst.
LATE AND IMPORTANT FROM MEXICO.
Arrival of the New Orleans—Latest from Vera Cruz.

The Sun of Anahuac, of the 15th inst., says: A private express arrived here night before last from Puebla, bringing very interesting intelligence from that place, from Mexico, and from Generals Cadwallader and Pillow's trains. The express left Puebla on the 3d inst., and brought private letters dated the same day. News had been received the day previous, from Mexico, that three Commissioners had been appointed by the Mexican Government to confer with Mr. Trist, at San Martin Tezmelucan, eight leagues from Puebla, and it was supposed they would meet him on the 4th of July. The express rider met with General Cadwallader and Pillow, and their respective commands at Perote. They had been attacked at La Hoya, and had completely routed the enemy, having sustained but little loss. No property was lost, and both trains had arrived at Perote; which place a correspondent says, they were to leave on the 9th inst.

We have seen a letter dated Mexico, July 2d. The writer says that he does not doubt that a treaty of peace would be concluded at once by the commissioners. He also says that the Peace party has become so considerable in the Capitol, that he thinks Santa Anna (who is ever on the side of the strongest) will soon pronounce himself in favor of peace. The Mexicans are still fortifying the City of Mexico, but the means of the government were so limited that we do not doubt that it will be more than a day's work for Gen. Scott to demolish all the Mexicans have done in three months, in case they should show resistance.

A letter from Puebla, which was written several days before the express left that place, states that there had been some sickness among our troops. We do not give our readers the whole contents of this letter because it is full of rumors which had not been realized at the latest dates.

According to information from the City of Mexico, received at Puebla on the 2d inst., the day before the departure of the express, the government had determined to appoint three Commissioners, and that Don Manuel Edward de Corostiza, Don Manuel Baranda, and Jose Maria Tornel, had been appointed to open a conference with Gen. Scott, who, on his part, had commissioned Mr. Trist to the same effect.

Lieut. Whipple—His Capture and Supposed Murder.—Extract from a letter from one of our correspondents, dated

VERA CRUZ, July 13, 1847.
As to news, there are so many different rumors constantly afloat here that it is almost impossible to get the right end of anything. On our arrival on Sunday evening, I learned from the Quartermaster, that on the previous evening, an officer of the U. S. A. Lieut. Whipple, (who was also adjutant) of the 9th Infantry had walked out in the evening towards the Cemetery, a short distance from the walls of the town, accompanied by a servant, and in the presence of the attendant, he was lassoed by one of the guerrillas, made prisoner, and carried away, the Lord knows where! A party, under the command of Capt. A. M. Duperu (who is yet in camp), were dispatched on the following morning; but they were unable to discover any traces of guerrillas, or anything whatever connected with the hard fate of the unfortunate Lieutenant. The general belief here is that he has been murdered—and from what I hear myself about it, I have no doubt that he has.

IMPORTANT FROM TAMPICO.

The steamship New Orleans, Captain Auld, arrived this morning, having left Vera Cruz on the 17th, Tampico on the 18th, and Brazos St. Jago on the 20th inst. Capt. Auld reports that Gen. Pierce left Vera Cruz on the morning of the 14th inst., with 2500 men, and train of 150 baggage wagons. The N. O. arrived at Tampico on the morning of the 15th inst., and the captain was informed by Col. Gates, that Col. DeRussy, with a detachment of Louisiana Volunteers, and part of Capt. Wise's company of artillery, Capt. Boyd, with one company of infantry amounting in all to 115 or 120 men and officers, left by the way of the river on the 8th inst., for the purpose of relieving the American prisoners, and landed 60 miles up the river, from the steamers Undine and Mary Summers, without seeing an enemy, and the boats returned to Tampico at 2 o'clock, P. M. on the 15th inst.

An express arrived at Tampico from Col. DeRussy, stating that they had been permitted to move on unimpededly until they got into a very narrow pass near Huejutla, when they were surrounded by 1200 or 1400 men, under Gen. Garay. Col. DeRussy's command had suffered considerable loss, but with the assistance of Capt. Wise's artillery, they had cut their way to the river, and there awaited reinforcements.

Col. Gates despatched the New Orleans back to Vera Cruz with a requisition on Col. Wilson for four companies of infantry. He had also sent the steamboats Undine and Mary Summers up the river

with 150 men to Col. DeRussy's assistance.

The New Orleans arrived at Vera Cruz on the 16th, at 2 o'clock, P. M., and found the city in a state of excitement. Gen. Pierce had marched out as above stated, uncamped about ten miles from the city, when the advance guard came in and reported a heavy force of Mexicans at the National Bridge, who were marching towards the city. Everything was got ready for action. The shipping was removed from between the castle and the city. Gen. Pierce reinforced his command with 700 men, making in all 3200. In consequence of this difficulty, the requisition from Col. Gates on Col. Wilson could not be complied with. The New Orleans had on board 25 marines, from the U. S. sloop Saratoga, on the morning of the 17th inst., and sailed for Tampico, previous to which Gen. Pierce had marched out to meet the enemy. The New Orleans arrived at Tampico on the morning of the 18th. A detachment which had gone up the river had returned, and reported, as follows, as near as we could ascertain.

The troops under Col. DeRussy had marched within seven miles of Huejutla, on the morning of the 12th, when the Mexicans commenced a heavy fire on them from all directions. Capt. Wise got his piece of artillery to bear on them, when, after receiving six or eight rounds of grape, which cut a lane through their line, they gave way and fled to the chapparal. The Americans continued fighting their way back along the road towards the river at intervals until the morning of the 16th, when they were relieved by a reinforcement of 150 men. They returned to Tampico at a late hour on the 16th, with a loss of 20 killed, 10 wounded and 2 missing. Among the number was Capt. Boyd, who fell in the first charge, with three balls through his body; also, his First Lieutenant, who fell mortally wounded and was left dying on the field.

Col. DeRussy had several balls through his coat. Capt. Wise had his horse shot from under him. The men and officers fought bravely. The names of the officers from Louisiana who accompanied Col. DeRussy are not recollected. The Mexican loss reported by a Lieutenant to be 150 killed, and 120 wounded. The Americans, also, lost 12 or 15 horses and 60 pack mules.

AMERICAN PRISONERS IN MEXICO.

We have been allowed to make use of a letter from Lieut. Barbour, of the 1st Regiment Kentucky Volunteers, who is now a prisoner in the city of Mexico.—It will be recollected that he was taken prisoner when in command of the escort of a train cut to pieces by the Mexicans. After the publication of the paragraph in this paper which elicited the letter, intelligence was received of Lieut. Barbour's fate, yet the letter is interesting for some of its details, and we give it, omitting paragraphs of a private nature. The letter will awaken new alarm for the fate of the handful of brave men now prisoners in the city of Mexico. The perfidy of Santa Anna in the case of these prisoners is sufficient to justify every stigma which has been cast upon him. It is eminently cruel and contemptible, and far more shameful than most of his unworthy acts, for often the man endeavors to propitiate universal regard by traits of apparent magnanimity:

CITY OF MEXICO, June 29, 1847.
Dear Sir—I was surprised on receiving a number of the N. O. Picayune of the 5th inst., to find that nothing was known of me and my command since our capture on the 24th of February last. A correspondent of the Picayune supposes that we were murdered and the editor concurs with him in opinion. I had written repeatedly and had confidently hoped that some of my letters had reached their destination; indeed, I was very certain that my friends in Monterey had received intelligence of us. I regret this the more, as it has doubtless caused my family and friends much unnecessary uneasiness.

On the 4th of this month 190 of our prisoners (among whom were Charles and John Swiger) left the Castle of Santiago in this city for Tampico where we were told they were to be released, but it is with regret that we learn through the city papers here that they were stopped at an Indian village 150 miles from this by order of Gen. Santa Anna, and that they were starving. Gen. Garay, who has them in charge, writes to the government here, that he cannot obtain provisions, &c. I refer you to the paper *El Republicano*, which I send you.

We have suffered great hardships, particularly the men. They have been in a state of nakedness, famine and disease for the last five months, and many of them would have died had it not been for the foreigners here through whom aid was given them. We have been on our parole since the 20th of April last, and this city is assigned us as our charter. The Government has paid us during part of this time four rials (50 cents) per diem and they charge us the same to obtain it; so in fact we get nothing. But we have not been in want, for mercantile houses here are willing to supply us with whatever funds we want.

It is known officially that Major Gaines and Borland, Capts. Clay, Heady and Danley, Lieuts. Churchill and Davidson were agreed to be exchanged at the battle of Angostura. Capt. Smith, Quartermaster, Midshipman Rogers, of the navy, and myself were not provided for. But this Government, or rather Santa Anna, has no

idea of releasing any of us. It is his wish to send us to Acapulco on the Pacific. The most rigid and compulsory measures on the part of our Government will [alone] do us any good. [There is evidently a word wanting in this sentence in the original, and we have ventured to supply it. It is but a conjecture.]

As I send this by the British courier, thence by the packet via Havana to New Orleans, I cannot mention any news of local or military character, as it would compromise his neutrality.

Respectfully your friend and serv't.
WM. T. BARBOUR.

GENERAL SCOTT.

The N. O. Bulletin makes the following estimate of Scott's forces, at last accounts: Gen. Scott, as near as we can ascertain from our enquiries, had with him when he joined Gen. Worth at Puebla, about 7000 men. He was subsequently joined by

Col. Childs, with the garrison at Jalappa. 1400 "

Gen. Cadwallader's column is 1400 "

Gen. Pillow has with him 1800 "

Gen. Pierce was to leave Vera Cruz on the 6th and 7th with a large train, and will have a force of 4000 "

Making together, 15,500

Later from the Brazos.—The steamship James L. Day at New Orleans, from the Brazos, furnishes a few items of interest which we append.

The Mexican forces at San Luis Potosi are variously reported at from four thousand to fourteen thousand men, and are commanded by General Valencia. It was reported that he was en route to join Santa Anna at the city of Mexico. The San Luis papers state that Gen. Valencia had about 9000 regular troops under his command.

The troops at Buena Vista number 2800 men, in good health, under Gen. Wool.

Gen. Taylor was still at Walnut Springs, awaiting the arrival of reinforcements. He has 120,000 rations, 800 wagons, and 2000 mules, waiting to move forward.

Gen. Urrea, it is positively asserted, was at Victoria not long since, and arrested the Governor of that place, and sent him to the city of Mexico, charged with treason against the Mexican Government. It is asserted, that Canale's nephew had been shot by him. Canale is reported moving towards the coast.

Two men were drowned from the steamer Big Hatchee on her passage from the mouth of the river to Matamoros. They were in the employ of the Quartermaster at the time.

ISLAND OF CUBA.

The New York Sun contains some most extraordinary revelations with regard to the Island of Cuba. The following statement will excite surprise:

"Cuba by geographical position, of necessity and right belongs to the U. States; it may and must be ours. The moment has arrived to place it in our hands and under our flag. Cuba is in the market for sale, and we are authorized by parties eminently able to fulfil what they propose, to say that if the United States will offer the Spanish government one hundred millions of dollars Cuba is ours, and that with one week's notice, the whole amount will be raised and paid over by the inhabitants of the Island. One week is all they ask, if our government will only make the offer for them to act upon, and which Spain is ready to accept. This is no vision, but a fixed fact, of which we have seen, and now hold the most undoubted proofs."

The Editor of the Sun presents several forcible reasons why the Island of Cuba should be the property of the U. States. We say hands off, Let us not furnish a pretext for the intervention of the European powers. The two great maritime States of Europe, France and England, will never be acquiescent under an arrangement, by which the United States, becoming possessed Cuba, could control the commerce of the Gulf. And how would such a manifestation of territorial aggrandizement stand by the side of a treaty with Mexico, if one should be formed, the preamble to which would, perhaps, declaim such aggrandizement in her case? Our policy with regard to the Island of Cuba should be passive, but watchful. No tempting bait held out by the authorities and people of Cuba, or even by the government of Spain, should lure us from this path of safety.—*Even. News.*

A Mayor of one of the interior cities of France has made a curious calculation, which he had laid before the consideration of local authorities. Assisted by a member of the municipal council, he has ascertained that there are in the town 502 dogs and 163 puppies, and he calculates that the food consumed by the dogs would be more than enough for the support of all the poor in the whole commune.

Col. Fremont.—The correspondent of the New York Herald states that the much talked of Kit Carson will not only take Mrs. Fremont out to her husband in California, but also a commission to the gallant and judicious Colonel, appointing him Governor of the Territory, so lately in contest between Commodore Stockton and General Kearney. This will be one of the very best appointments, says the correspondent, of the whole campaign.