

fire a widow and six children—his venerable mother, two brothers, the present Senator Butler, and the Hon. Wm. Butler and an only sister, the wife of Gen. Waddy Thompson.

LEGISLATURE OF S. CAROLINA.

Nov. 25.—In the House, Mr. Memminger offered a resolution, signifying that it was highly expedient, and a matter of public interest, to observe the variations of the magnetic needle, in order to the correct location of the lines of former surveys; and that the Governor be requested to establish two points of observation, one at Charleston and the other at Columbia. He stated some facts, the results of observations taken by men of science, showing the variations of the needle within specified periods, and the necessity of allowing for them in order to a right construction of old plans and charts. Two points of observation were required, because the variations were not the same in all parts of the country.—The Professor at the Military Academy in Charleston, and the Professor of Mathematics and Natural History in the South Carolina College, might be charged with the performance of this duty, and the expense would not exceed five or six hundred dollars.

The resolution was unanimously agreed to, and the House adjourned to meet at 12 o'clock tomorrow.

Nov. 26.—In the Senate, Mr. Griffin gave notice that he would on Monday ask leave to introduce a bill to amend the charter of the Edgefield Rail Road, so as to extend it to Greenville, C. H., and to some point on the Savannah river in Pendleton District.

Mr. Fickling gave notice that he would tomorrow ask leave to introduce a bill to establish a uniform day throughout the State for the election of Clerks, Sheriffs, Ordinaries and Tax Collectors.

Resolutions were offered by Mr. Felder, directing the Comptroller General to report to the Senate all sums of money, with the dates, paid over to the Bank on account of capital under an act of 1813, directing certain moneys received in the course of each year, and remaining in the Treasury, to be thus applied—and also directing the Comptroller General to report to the Senate all moneys received from the General Government since 1815, whether the same was received on account of claims due the State for services during the last war, or otherwise.

Mr. Boyce gave notice that he would ask leave to introduce a bill to incorporate the Charleston and Georgia Rail Road.

Pursuant to notice, Mr. Perrin introduced a bill to provide for taking stock on the part of the State in certain Rail Roads, to wit: to the amount of \$350,000 in the Charlotte and South Carolina Rail Road, to the amount of \$350,000 in the Greenville and Columbia Rail Road; and to the sum of \$300,000 in the Wilmington and Manchester Rail Road.

In the House, Mr. Memminger gave notice that he would on tomorrow ask leave to introduce a bill to change the time for holding Courts of Equity in Charleston district—also, a bill to amend the law in relation to the introduction of slaves into the State.

The bill provides that on the Tuesday after the first Monday in November next, the Senators now in office, and the newly elected Senators and Representatives from the Districts and Parishes throughout the State, shall meet at the Court House of their several Districts, and taking oaths prescribed, shall cast their votes for nine Electors, which they shall themselves count and send to the Governor at Columbia, which being counted by him, he shall declare the election, of which his proclamation shall be decisive.

Nov. 27.—In the Senate, Mr. Perrin, of Abbeville, a bill to amend the charter of the Columbia and Greenville Rail Road Company; also submitted the memorial of the Greenville and Columbia Rail Road Company to procure subscriptions to their stock by the State.

The Resolutions submitted in the House by Mr. Memminger, in relation to the Magnetic Needle, was concurred in by the Senate, and returned to the House.

On motion of Mr. Moses, the Committee on Privileges and Elections were discharged from the further consideration of a bill giving the election of Electors of President and Vice President to the people, and the same was referred to the Committee of the Whole, and made the special order of the day for Thursday next, at 12 o'clock.

Nov. 29.—In the Senate, a message was received from the Governor, relating to the subject of Rail Roads, and in connection therewith, a Message from the House, informing the Senate of the appointment, by that body, of a Special Committee to have charge of the consideration of so much thereof as referred to Rail Roads and praying the appointment a similar one by the Senate, which committee was appointed, and consists of Messrs. Perrin, B. F. Perry, Rhett, Felder and Dargan. The Governor's Message was ordered to be printed.

Mr. Moses gave notice that he would ask leave to introduce a bill to provide for the registry of births, deaths and marriages throughout the State.

Mr. Dargan submitted the favourable Reports of the Committee on the Judiciary, on Bills—requiring all gifts of slaves to be in writing—providing for the establishment of a fixed salary to be received by the Attorney General and Solicitors in lieu of the costs on convictions, heretofore allowed.

In the House, a Message was received from the Governor, in which his Excellency treats at some length upon the advantages of Rail Road communication, and strongly recommends the Roads now proposed to be constructed, to the patronage of the State.

Mr. Torre, presented the petition of J. E. Bowers, and others, asking compensation for services rendered to the Palmetto Regiment.

Mr. Wallace introduced Resolutions, having reference to any course which may hereafter be pursued by the General Government, prohibiting the introduction of slavery into newly acquired territory, and expressing the approval of, or adoption by the House, of the Virginia Resolutions, sent to the Governor by the Legislature of Virginia, and by him transmitted as documents, accompanying his Message No. 1.

The report of the committee on the Judiciary, on Resolutions of Inquiry in relation to the Penitentiary System, was here taken up. Report states, that the committee have given to the subject the consideration and attention which its importance requires; that although the proposition to

establish a Penitentiary System in this State is not a new one, yet, it does not appear that the Legislature has hitherto provided with sufficient statistical information to enable them to act understandingly and efficiently to the matter; and in consequence, they deem it inexpedient to establish a Penitentiary at this time.

They have, therefore, adopted the suggestions contained in the Resolution, requiring them to inquire into the report upon the expediency of providing by law for requiring the Sheriffs of the several Districts of the State to report annually to the General Assembly a correct schedule of all prisoners in their custody during the preceding year, convicted of any offence, with the names, age and birth place of each prisoner, the nature of the offence, the time of conviction, the sentence of the Court, and how long the said prisoners have been in confinement, and when discharged.

And with this view, the Committee reported by Bill, to require the Sheriffs of the several Districts of the State to make annual reports, according to the foregoing provisions.

On the question of adoption by the House of the above Report, some objections were made by Mr. Townes, as to the policy of reports to the Legislature by the Sheriffs, of all petty offences committed within the Districts, when on motion of Mr. Torre, stating the absence of Mr. Simons, the original proposer of the Resolution, on which the bill is based, it was ordered to lie on the table.

The Resolution proposed by Mr. Wright, "That this General Assembly be adjourned on Wednesday, the 15th December next, sine die," was considered and ordered to lie on the table.

Nov. 30.—In the Senate, Mr. B. F. Perry, from the Committee on Federal Relations, to whom had been referred so much of the Governor's Message as related to the Mexican War, made a report, approving of the support of the Administration by South Carolina, in such measures as may be necessary to carry it out to a successful issue, and concurring in the views expressed by the Governor in his Message No. 1.—Report made the Special Order for Saturday next—500 copies were ordered to be printed.

In the House, Pursuant to notice and by leave of the House, Mr. Memminger introduced a Bill "to make provision for the next ensuing election of President and Vice President of the United States." In doing so, Mr. M. said he designed to take no part in the discussions or advancement of any of the modes of Legislation, now in the course of consideration, on this subject, but that the object he proposed in his Bill, was to provide for the election of Electors on the day fixed by the Act of Congress, in case of the failure of all of them.

The difference of opinion which exists as to whether the members going out of office, or those newly elected, will constitute the body legally entitled to cast their votes for Electors, may hereafter present a point for the decision of the House of Representatives at Washington, which in a closely contested Presidential election, would be decided by the majority. This interference in our domestic regulations by Congress, he did not desire to see, and he proposed to fill back upon and avoid it.

The Bill provides, that on the Tuesday after the first Monday in November next, the Senators now in office, and the newly elected Senators and Representatives from the Districts and Parishes throughout the State, shall meet at the Court House of their several Districts, and taking oaths prescribed, shall cast their votes for nine Electors, which they shall themselves count and send to the Governor at Columbia, which being counted by him, he shall declare the election, of which his proclamation shall be decisive.

The Bill further provides that the Electors thus elected, shall meet in Columbia on the first Wednesday in December next, and after taking an oath, to be administered by the Governor, or in his absence, by a Magistrate, cast their votes for President and Vice President of the United States.—Should any vacancy occur in the number of Electors, at their meeting, such vacancy is to be supplied by the joint vote of both Houses of the General Assembly.

RIGHTS OF MARRIED WOMEN.

Mr. Simons, of Charleston, at an early day of the session, presented the following Bill, for the passage of which we believe he has the good wishes of the whole State. We believe the people now demand this change in the law, and good sense, common prudence, and philanthropy, all demand that this protection should be guaranteed to females, whose legal existence has heretofore been, and still is merged into that of the husband.

A BILL

To prevent the marital rights of the Husband from attaching upon the estates of Married Women.

Sec. 1. Be it enacted, &c. That from and after the first day of July next, upon the marriage of any female who may then be entitled to any real or personal property whatsoever, whether the same be in possession, remainder, reversion, or expectancy, or who shall hereafter become entitled to any real or personal property whatsoever, whether the same shall be in possession, remainder, reversion, or expectancy, the same shall not be subject to any of the marital rights of the husband now recognized by law, but that the same, and every part and parcel thereof, shall by the marriage (ipso facto) be settled to and for the joint use of the husband and wife, during their joint lives, but free from the debts, contracts, or engagements of the husband, and from and immediately after the death of the wife, if she shall die before the husband, and for the use of the person or persons to whom she may devise or bequeath the same, but if she shall die intestate, then the same to be distributed as now provided by law for the distribution of intestate's estates.

Sec. 11. And be it further enacted, &c. That it shall and may be lawful to and for the said husband and wife, or either of them, in the presence of two witnesses, to make and sign a schedule of the property of the wife, real and personal, whether the same be in possession, remainder, reversion, or expectancy, which schedule, if recorded in the office of the Secretary of State, and in the office of Register and Mesne Conveyances for the district in

which the said husband and wife reside, within three months from the time of the said marriage, shall be, as against the creditors of, and purchasers from the husband, evidence in any of the Courts of this State, of the title of the wife in such property before marriage.

Sec. III. That the property, real and personal, herein before mentioned, may at any time during the marriage, be conveyed and disposed of, in the manner and form now prescribed by law for marrying a married woman of her inheritance, and on such conveyance being duly executed and recorded, and the estates and interests secured by this Act shall be vested in the purchaser, and the proceeds of the said sale, as often as any sale shall be made, shall be subject to the uses herein before declared in the first section of this Act; and a schedule of the property in which such proceeds shall be invested, made signed and recorded, as aforesaid, within three months from the time of such investment, shall have the same effect as prescribed by the second section of this Act.

Sec. IV. And be it further enacted, &c. That if at any time after the marriage, the wife shall become entitled to any property, real or personal, remainder, or expectancy, and a schedule thereof, signed as aforesaid, shall be recorded in the office aforesaid, then the said schedule shall be as against the creditors of or purchasers from the husband, evidence of the title of the wife to such property.

Sec. V. And be it further enacted, &c. That nothing herein contained shall prevent the execution before or after marriage, of any marriage settlement, as now allowed by law.

GOVERNOR'S MESSAGE, No. 3.

EXECUTIVE DEPARTMENT, }
November 29, 1847. }

To the Honorable President and Members of the Senate.

You are not unaware, that the public mind has been, through the past summer, and is still, under considerable excitement on the subject of Railroads; and that large sums have been subscribed towards the construction of some that have been projected. Nor can you be ignorant that the public treasury is relied upon to contribute in some form or other, towards the completion of these enterprises; and that without it, some or all of them must fail; and it will be for you to determine, whether these fair prospects shall be blighted whilst in the bud, or expand in full proportions under your fostering hand.

The civilians agree that the sovereign power to a State, is bound to provide highways for its inhabitants; and it is for this purpose that the right of eminent domain is impliedly reserved in every grant of territory, qualified by our Constitution, with the reservation that just compensation, qualified by our Constitution, shall be awarded to the individual owner, if his property is used for public purposes. No individual has the right to put even his foot upon the soil of another without his consent. The incapacity of individuals, and the absence of concert among them, oppose generally, the exercise of this power by individuals; and it is, therefore, reserved for the State. But the right to exercise it does not impose on the State the obligation to carry an highway to the door of every individual; they are the main arteries, and communities and individuals must supply the branches.—The State may delegate this power to individuals, but they will never undertake the execution of it, without the expectation of at least reasonable remuneration; and when they will not, the questions, when and where, and at what expense of money and labor, the State ought to do it, are constantly addressing themselves to your judgment and discretion. These questions may be best examined by keeping entirely out of view the aid that may be calculated on from individuals; and assuming that the whole burden is to be borne by the State at large, what necessity and what principle is to govern in the selection of a site for the road, and the amount of money or labor to be expended in its construction? The solution may be drawn from the practical concerns of every day life; a planter living at a distance from a market road, finds the way leading to it out of repair, intersected, perhaps, by a creek or river frequently impassable from high water, and he goes about to estimate what it will cost in money or labor to repair the road and build bridges, and compares that with the value of the labor, or the amount of money it will cost to transport his produce over it in its present condition—and if in the result it appears that he will save by the improvement, the interest on the money, or value of labor to be expended about them, he will, if wise, not hesitate to make them; and the State ought to be governed by the same principle. The only objection to it, is that its benefits are partial, whilst the burden bears equally throughout the State. Let us meet this objection fairly. He who lives on the road side, is more fortunate than his neighbor who lives five miles distant, and he in turn, more fortunate than he who lives more remote. Are we for this reason to have no public highways at all? Will not the traveller who goes ten miles from home, realize that the roads over which he travels, wretched as they generally are, were made and kept in repair by the labor of other hands than his own? Is he not bound, on the principle of reciprocity, to contribute to the maintenance of another portion of the road on which he never travels, for the accommodation of his neighbor? May the tenants of the sea-coast and the valleys of our navigable rivers and creeks fold their arms and say to the inhabitants of our mountains, nature has supplied us highways to a market, we are content, and you must provide for yourselves? Are we not children of the same family, and ought we mutually to measure out to each other mutual aid and assistance, by the selfish rule of personal interest?

The question, however, assumes a very different aspect when you are called upon to lend your aid in support of individual enterprise in the prosecution of an undertaking which, from its nature, must be productive of great and important general benefits. Rail Roads have the advantage over all other modes of transportation and

intercommunication, at least in their certainty and despatch, operating as an immense saving of time, and as our experience has proved, in the expense also.—Within my own recollection, the time was (and it seems but yesterday,) when tobacco was almost the only article raised for export in the interior of the State, and the transportation of it from the mountains (where it was most profitably grown of the best quality,) by the means then in use, over narrow and unimproved roads, was attended by an expense and labor almost equal to its value, and a loss of time equal, at least, to a voyage to Europe. The growth of cotton usurped its place, and until within a few years, Charleston was the only mart—and all must remember the time consumed, and the labor and the money then expended in its transportation from the interior. Now it finds a market in Cheraw, Camden, Columbia, and Hamburg; and there, too, are received in exchange, the articles wanted for domestic consumption, not grown or manufactured in the State.—And why is this? Obviously because of the improvements of the navigation of the water courses, imperfect as they are, opening a communication between these points and the great mart wholly at the common expense, and more recently by the establishment of the Charleston and Hamburg and the Columbia Rail Roads, at the joint expense of the State and individuals. There is, perhaps, no means of ascertaining precisely what have been the savings, by these means, in the transportation of produce to market; but it cannot admit of a question, that something has been saved of every article transported, and that every man in the State who deals in these markets, and who has purchased a bushel of salt of a pound of sugar, has profited by it.—Push these improvements further into the interior—spread out their arms in such a manner as to intercept the mountaineer in his way to a market, and corresponding results must follow. These results point mainly to the agricultural, and commercial interests of the country. But other interests of equal importance are deeply involved.

It is known that inexhaustible mines of iron, a mineral worth more than all the others that have ever been extracted from the bowels of the earth, is found in the region bordering on the mountains; and so, too, of marble and lime, the one useful in the mechanic arts, and the other not only a necessary ingredient in architecture, but a powerful agent in the improvement of our soil, and there they must remain forever buried, or their benefits limited to a small territorial circle, until the facilities of transportation shall enable those disposed to develop those great resources, to send them abroad throughout the land. The hum of the spindle and the filful movements of the shuttle are beginning to be seen and heard in various sections of the State, but they will be seen and heard no more unless the facilities of transportation such as will enable them to meet the importations from abroad in a common market, and we shall be left to look abroad for manufactures of indispensable necessity. The want of facilities of transportation operates as a chilling and blighting influence on that portion of the State, by no means the least interesting and valuable, where cotton cannot be profitably grown. The soil, rich and, profusely productive of agricultural products, the inhabitants are content with their abundance—the cost of transportation of any surplus to our cities and seaboard, where they would find a market, being nearly or quite equal to the market value—and that market is habitually supplied from abroad.

Quiet and secure from war's alarms, as we now feel, the time may come when we shall be obliged to buckle on our armor to repel invasion or quiet domestic strife. How important is it, that we should have facilities, which Rail Roads only can furnish, of embodying our united strength within a day or two at the points where danger threatens.

There is another great if not equally important consideration. Men cannot live on patriotism alone, and however one may love his country for its sake, he will seek that in which he can obtain the creature comforts at the least expense of labor and money; and it is to be expected, indeed we know from our own experience in the immense migration of our citizens to the west and southwest some years ago, they will seek a domicile in those places which afford greater facilities of commerce and trade. Georgia, independent of her facilities of water transportation, is pushing with a spirit and zeal becoming her intelligence and enterprise, Rail Roads into every portion of her State, and it is not even to be hoped that our citizens who inhabit the interior, the most beautiful and richest portion of our State, will forego these advantages when they can obtain them by crossing the Savannah River; and unless we furnish them, our State will be depopulated. I ought not to speak of Georgia alone; most of the neighboring States are a great way in advance of us in these improvements.

The social advantages resulting from facilities of intercommunication, though less tangible, ought not to be overlooked. A common interest in the advancement of literature and science, of religion and morality, pervades the whole State. There ought, therefore, to be a community of feeling and concert of action in all plans for their advancement—and these are better attained by the frequent interchange of sentiment and thought between the inhabitants of the different portions of the State, than by any other means. Rail Roads are wonderfully adapted to this end. By their agency, your neighbor at forty miles distant, is brought within the distance of a morning's walk—and a day or two will carry you from one extremity of the State to the other.

I conclude, therefore, that in an agricultural, commercial, political and social view, Rail Roads, when they can be maintained, are fraught with unnumbered blessings to the community in which they are found and the only remaining question is, whether the State ought not to participate with individuals, and to what extent, in the expense of their construction?

I set out with the principle, that if the saving to the community by the construction of a Rail Road was equal to the interest of the sum which it costs, the expenditure would be wise and justifiable, and

when it is in aid of individual enterprise, I feel confident that the promptings of self-interest would be a safeguard against an improvident investment or prodigal expenditure. If the actual benefit derived by each individual could be ascertained, that would supply a rule by which to apportion the amount of their contribution. That is impracticable, and the alternative is the adoption of some arbitrary rule by which it may be approximated. Two-fifths of the entire sum seems to have been generally regarded as the proper ratio, and was at one time adopted by this State as a principle; but other counsels have since prevailed, and each case is left to provide for itself. This ought not to be so.—The spirit of improvement is abroad, and our people ought to know what aid they are to derive from the common stock in the prosecution of enterprises calculated mainly to promote our common welfare. If two-fifths be thought too much, adopt the proportion of one-third, or even less; but let it be fixed and permanent.

We are met here with the objection that it is inexpedient and improvident to increase the public debt, and I agree that it ought not to be done without some pressing and obvious public necessity. But it is believed that the fund generally designated as the surplus revenue, now existing for the most part in the form of Stocks in the Rail Road Company and debts due by them, might be safely relied on for the means of raising an amount sufficient to meet the present emergency, at least to a reasonable extent, without increasing the public debt.

It may be that some difficulty may be found in raising money on the credit of these securities alone. But, as I suppose, the present investment is secure, I am not able to see what risk the State will run, or in what the public debt will be increased, if the State, as the means of insuring a ready market for the securities, were to guarantee their payment. An individual, having a sum of money securely invested, would not feel that he run any risk in raising money upon its credit; even to the full amount, for a further investment, and having securely invested that, where would be the objection, in an economical view, of borrowing a like sum, if, by so doing, reasonable profit might be expected from it? But I go farther—all works of this character are intended, and ought to be permanent; and the experience of the world, that if well and judiciously located, and faithfully executed, their usefulness and value are progressive, and each succeeding year develops more and more the wisdom of the design. It is posterity, then, who are to reap the full fruits, and it is fit that they should contribute at least a portion of the expense of rearing them, and upon the principle before stated, I hold that it would be safe and wise, even to incur a debt in the construction of any work, from which the saving to the community at large, would be equal to the amount of interest on the sum borrowed, with the addition of a small sum, which would operate as a sinking fund, and thus divide the expense between the present and future generations—provided it did not impose unreasonable burthens on either.

If you should entertain these views, and determine to aid the construction of all or any of the projected roads, care ought to be taken, that they are so located as to be productive of the greatest common benefit—that the sums subscribed by individuals, with what the State shall contribute, be sufficient to pay the expenses of the projected work, and that it will be performed in good faith.—The payment of the contributions of the State should be made in the ratio to be adopted, and follow the disbursements of the sums subscribed by individuals in that ratio.

Large sums have been from time to time appropriated to improve the navigation of our water courses, between a line extending from Cheraw to Hamburg, and the sea-coast; and I can only account for the utter neglect of the rivers above that line, by the entire failure of the attempt to improve the navigation of them some thirty years ago, by the construction of canals, which have proved entirely useless, with one solitary exception. We had got then any experience in works of that description and there is no doubt were greatly over-reached in the contracts for their construction, or that they might now be constructed for one third of the amount expended. But the true cause of their failure and final abandonment will be found in the entire neglect of the improvement of the navigation of the intermediate spaces, which might then have been made at a small expense, and at still less now. It was useless to keep the canals in a condition to pass even the small craft used in the transportation of produce, when the rivers both above and below were impassable, except when the waters were something above their ordinary height. The difficulties and uncertainties of the navigation oblige the planters, even on the banks of the rivers, to employ their wagons and teams to transport their produce to market, at an expense of at least double what it would cost if the navigation of the rivers was rendered safe and certain. I speak of these matters knowingly, and from personal observation and experience. How is this to be remedied?

The crafts now employed on these rivers are pole boats of five tons, six being the maximum burthen, subject to the delays and uncertainties before alluded to, and the advantages that would be gained by so improving their navigation as to admit boats of even double that burthen, will readily be perceived—and I hazard little in saying that some at least of these rivers might be rendered navigable for steamboats of high burthen, by means of slack water navigation, to any desirable extent, at a cost not exceeding one-fifth of the average cost per mile of any of the Rail Roads in the State; and for that reason, Rail Roads ought not, and I suppose never will be constructed on the margin of these rivers—and if Rail Roads should intersect them, the rivers above will operate as feeders to them. There have been several reconnoissances of some of these rivers, particularly Broad River, with a view to ascertain the expense necessary to facilitate the passage of the boats now in use—but these were made without the aid of science or experience, and cannot be relied on even for that purpose. I would, therefore, respectfully submit to you the

propriety of providing for a survey of some or all of these, with a view to the expense of improvements necessary to the facilities of their navigation by the class of boats now employed on them, of pole boats of a larger class, and steamboats of a light draft.

DAVID JOHNSON.



The Advertiser.

EDGEFIELD C. H.

WEDNESDAY, DECEMBER 8, 1847.

The following named gentlemen are Candidates for the Offices to be filled at the Election to be held on the first Monday in January next—

FOR CLERK—THOS. G. BACON.
FOR SHERIFF—SIMEON CHRISTIE,
WESLEY BODIE.
FOR ORDINARY—JOHN HILL.
W. G. COLEMAN.

We lay before our readers this week the Governor's Message No. 3. It treats on the subject of rail roads, which at this time excites to so great an extent, the public mind in South Carolina. Various rail road projects are now before the Legislature, all requiring State aid. It is difficult to say what action will be taken by that body. His Excellency, it will be seen, recommends that the surplus revenue should be appropriated to assist these great works of internal improvement. We will endeavor to keep our readers advised of all matters relating to these rail road schemes—especially the Edgefield and Aiken Rail Road.

Returns of Volunteers.—It gives us pleasure to state, that Corporal T. J. Whitaker, and privates A. Delorea and Francis Poisy, of the '96 Boys,' discharged upon account of wounds, received in the battles near the city of Mexico, have returned to their homes in this District. These men have suffered much, and certainly deserve much for their services in Mexico.

Monday last was the day for Congress to assemble according to the Constitution of the United States.

Cold Weather.—During the past week, we had several days of very cold weather. On Wednesday and Thursday, there was a considerable fall of rain, and afterwards the thermometer stood at freezing point.

Our Army at the City of Mexico. We see it stated, that the remnant of the division of General Quitman at the city of Mexico, has been incorporated into the divisions of General Worth and General Taylor, and that the 96 Boys and New York Volunteers, with the former and the Marines with the latter, are to be sent to the suburbs of the city.

Mr. Adams, Esq., of this place, who went with my dear son, Charles, returned this morning. He informs me, that the remnant of your late son Whitfield, came down with the last train, but with the body of young Moragne, were left at Vera Cruz. Lieut. Moragne of the Edgefield Company, is at New Orleans; he sent word by Charles to Mr. Walker to let his father know that he was there, but it was very uncertain whether he would ever get home, as he was very sick; your servant was with him, attending on him. I write to give you this information, fearing that Lieut. Moragne might be too sick to write you. Col. Butler's servant died before Charles left.

When the Regiment and the army were on the march from Puebla to the city of Mexico, the extreme rear guard, which was commanded by Corporal W. B. Brooks, was attacked by a body of Indians, or guerrillas, and one of their number was killed. Charles, at the time, was near the regiment that he was to the rear guard, but knowing that one of his men was in danger, (your son) and probably thinking he would be killed, he snatched up a musket and ran and fought by his side, until the regiment went to their relief.

We think it proper to state, that the incident relating to the servant Charles, belonging to Mr. Adams, is given on the authority of Lieut. Abney.

Extracts from Letters written by Volunteers in Mexico.—We have seen several letters written by volunteers, and make the extracts which will be found below. The following was written by W. B. B. to a relation, bearing date Puebla, July 10th, 1847. Speaking of the mortality of our regiment, the writer says:

"Poor Bolivar Jones, was the last of our Company who died. It was my melancholy task to close his eyes, and to assist in placing his corpse in the coffin. This was the first time I ever assisted in burying any one, and this happening to be an old schoolmate, who had endeared himself to me, and the company, by his gentlemanly and unobtrusive manners, affected me much."

Lieut. J. R. Davis, of the Fairfield Company, in a letter written after the battle of Churubusco, thus speaks of W. B. Brooks, one of the 96 Boys. "I rejoice to say, that his whole course of demeanor throughout our campaign, most especially on the battle field, has been none other than that of which a parent might well feel proud."

The following extracts from a letter were received by a gentleman of this village from W. B. Blocker, a few days previous to his death.

"We had about three hundred men of our regiment engaged in the fight, and they did fight like men, about half were killed and wounded; it would make you feel awful to see it now. Col. B. was killed dead on the field. Lieut. Adams, and Thos. Tillman, Lieutenant Adams was killed on my right side, he bearing the flag of the company. He was a gallant fellow."

"Tell Mr. Tillman, that his son died like a man, that he did honor to his family and country, he was very much beloved by the whole company,—he was always ready to do his duty. Lieut. Abney is going about, he was wounded early in the fight, but it did not stop him."