

From the National Intelligencer.

Military movements in the West.

Fort Lavenworth, (Mo.) June 25.
As all your readers no doubt take great interest in our operations against Mexico, I take great pleasure in furnishing you with a few items in regard to our expedition to Santa Fe. Of course this information is only such as is derived from observing the movements that have taken place, not that any one but the commanding officer knows the final destination of this army. We start from here with provisions for six months, and march direct to Santa Fe; after that, imagination comes to aid, and I each one marches to the city of Mexico or California, as suits his fancy. For my part, I incline to the belief that we shall see the Pacific before twelve months.

All are prepared for great hardship and privation, even before reaching the enemy; for the country from this to Santa Fe is at best a barren one, possessing resources of a very limited nature; so that, when drawn upon by so large a force, there is no telling the result. The troops are going off in small bodies, (the latter to subdue their horses,) and it is supposed will march in this order until they reach the Arkansas, a point four hundred miles West. These companies of the 1st dragons left here between the 5th and 10th instant, to capture ammunition en route to Santa Fe. Nothing definite has been heard from them. If long marches can avail, the ammunition will be captured. Two companies of volunteer cavalry left on the 22nd. Four more will leave to-day. There will then remain two companies of cavalry, two of artillery, and one of infantry, all volunteers.

It is probable that we shall all be under way by the 25th, owing to want of necessary equipments, tents, ordnance, &c. A company of the 1st dragons is daily expected from Fort Crawford. A thousand more volunteers (to be infantry) are called for, and will probably get off some time in next month. This will constitute the whole force under Col. Kearney. We will therefore march into Santa Fe with about 1,300 volunteers and 350 regulars of the 1st dragons. The proportion of regulars is very small—a great disadvantage our gallant commander will labor under.

Volunteers, we all know, are invariably as brave as regulars, but to be effective in masses they must have discipline and a knowledge of tactics. They have evinced the greatest disposition to learn, and I require rapidly what is taught them, and it is hoped, before we meet the enemy, that all will be pretty well drilled. As men there could not be a finer body collected.

The troops are in fine health and spirits, anxious to be off, and doubly anxious to meet the enemy. Thus will have been a long march, lighting fifty miles this side of Santa Fe and eight on our way in. Should this prove true I hope before long to be able to describe a second Palo Alto.

THE RAILWAY, LAND AND EMIGRATION SOCIETY OF ENGLAND.

We are informed that a Society under the above title has been formed in London, consisting of artisans, mechanics, and tradesmen, who propose to complete the great National Railway through the Colonies, from Halifax to Quebec, in five years, by their own labour, and with the funds of the Saving's Banks in Great Britain, to which the members of the Society are subscribers. Several preliminary meetings have been held in London, under very respectable sanction, and it appears by the reports and resolutions at those meetings, that there is now deposited in the Saving's Banks no less a sum than Thirty Six Millions. It is stated that there is every great difficulty in finding profitable investments, even at a very low rate of interest, for this enormous amount of money, which is constantly increasing. The depositors and managers of the Saving's Banks have been pressing the subject upon the attention of Government, who are unable any longer to assist them; and it is now proposed that a portion of this overgrown and increasing capital shall be invested in the construction of railways and the purchase of land in these Colonies. The scheme as we understand it, is, that the Shares shall be only £5 each; and shall consist of Saving's Bank deposits; that the Imperial Government and the Colonies, shall be guaranteed to the Saving's Banks at a certain low rate of interest on the monies advanced for the works; that the Colonies shall grant the land over which any railway may pass, as also sufficient tracts at each station without charge; and further, shall give to the Society the right of purchasing other tracts, for actual settlement, at a fixed rate. An application has already been made to Her Majesty's Government on this basis; and the members of the Society not only propose to find the funds for the railway, but also offer to contribute to the Colonies, assist in the completion of the work, and become actual settlers in British North America.

Such is the outline of a plan, simple yet complete, and which appears the most feasible and probable means of carrying out the various railway projects in those Colonies, and especially the Halifax and Quebec Railway, that we have yet seen. In whatever light it may be viewed, the proposition would seem most unobjectionable; and we hope to be able, very shortly, to lay further particulars before the public.—*St. John's N. B. Courier.*

Increased Strength of the British Navy.—According to the last official returns, it appears that there are upwards of 100 ships of war now building at our arsenals, among which are less than 55 steam frigates and other war steamers; four 37-gun frigates, ten 50-guns, and 140 ships of the line, averaging from 80 to 84 guns each.

Curious Fact in Commerce.—At the late meeting of the British Association, Mr. Pearce, in a paper on the trade and navigation of New Zealand, stated the following facts in reference to the far trade of that country:—“A greater part of the skins sold by the New Zealanders are not sent from the Hindoo merchants who buy them in London to the Hindoo's Bay Company; the New Zealanders carry them to Europe, whence they are taken to Moscow, and sold to the caravan traders for the purpose of being carried with the caravan to India at Kachia.”

English Weather.—A French writer says, “The seasons in London are equally divided. There are four months winter, four of spring, and four of autumn.” (Almanac for the month)

From the News:

The question is raised, not only in this city, but in other parts of the District. What have our Parliamentary representatives effected, or attempted to do, in the promotion of our national interests? The inquiry is natural, as the termination of the second year of the term for which they were elected—can I say upon the 24th of July, 1842?—has given us an opportunity to answer it. Mr. Macdonald's resolution, for the benefit of his constituents in the second, to afford a distribution to the people of the whole District which we know they are anxious to come to, is the result of the joint labours of their representatives.

For my own part, and speaking on behalf of my constituents, I can't leave Montreal satisfied unless the generous gift given by Mr. Macdonald is availed for the benefit of his constituents in the second, to afford a distribution to the people of the whole District which we know they are anxious to come to, is the result of the joint labours of their representatives.

Without instituting a minute comparison

between the efforts of the present and former representatives of this city and district, or employing a word which might be construed to imply a charge of negligence on the part of the former, I can assure you that every effort is made to advance the welfare of our country, and to promote the happiness of its inhabitants.

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District which we know they are anxious to come to, is the result of the joint labours of their representatives.

I have the honor to be, Sir, your most

obedient servant,

J. D. DALY, Secretary.

Montreal, 10th May, 1842.

To the Hon. Mr. CALEY,

Inspector General,

&c. &c.

Montreal.

On the 15th May, the following answer

was returned to Mr. Macdonald's letter, and to the personal representations of his colleagues and himself:—

ST. JOHN'S OFFICE,

Montreal, 15th May, 1842.

Sir—I have the honor, by command of the Governor General, to acquaint you that His Excellency, in Council has laid under consideration the Petition of the Warden and members of the Municipal Council of the Midland District, transmitted in your letter of the 14th of ..., praying that the Macdonald road between Kingston and Napanee may be transferred to the Province.

His Excellency is advised that it is proper

to submit the matter to the Legislature.

He has, however, directed that

the same be referred to the Inspector of Highways.

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