



San Antonio, August 1, 1847.
The English Courier arrived in Mexico yesterday, and left the city of Mexico on the 29th, and passed through Puebla on the 30th.

From what has been advanced we perceive that considerable amounts have to be overcome.
The useful operation of a steam engine on a railroad seems when the same equals 18 or 211 feet of the mile; whereas, on a common road of this inclination, the same engine would not only draw a load equal to itself, but run with a velocity of sixteen miles an hour.

The great difference of expense between the labor of horses and that of a steam engine, even on common roads, shows the superiority of the latter in place of animal power.
In order to estimate the comparative expense between horse and steam power for drawing loads on common roads, we have taken as our basis of calculation the difference of weight of a horse and a mule.

The Mexican troops are inactive in the Capital and the neighborhood, as the army of Gen. Scott is at Puebla; a fact, which independently, would seem to indicate an understanding between the two governments, but under the circumstances almost amount to a proof of the matter.

The Congress, after many delays succeeded in breaking a quorum and adjourned for a few hours, before without transacting any business, and at the time Veraza left, had not again convened.

Mr. G. calculates the first cost, and year after year of the coach drawn, in every respect the same in both cases. The expense of one coach is a coachman and guard, in the other an engineer and director.

The expense of fuel for the steam carriage will be on an average about 6 cents. In some coal districts it will not exceed 2 cents per ton, and in other situations it will amount to 12 cents. No expense of stables is taken into this estimate, which is considerable when compared with sheds for cattle and water.

From the preceding calculations we find that the saving between the use of steam and horse power is nearly two-thirds in favor of the steam, and this under all the disadvantages of common roads.

Mr. Gurney stated that passengers could be carried at one-half the rate by steam carriage, and that if there were properly paved roads the expense would be reduced one-half again; or in other words, the stagefare in a carriage propelled by steam would be one-third of the stagefare in a carriage drawn by horses.

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Baltimore upon the improved plan proposed; then the present stagefare between these two cities, being about 75 cents for each, and all expenses of transportation paid. Now, upon the railroad, it is judged not expedient to charge less than \$2 a passenger; and the simple fact of the construction of the road, independent of the cost of repairs, maintenance, steam carriages, &c., will amount to \$100,000, and 60,000 passengers a year at that rate would produce \$1,200,000 for the simple interest on the cost of the new plan proposed as an annuity will be but \$33,000 per annum, and 60,000 passengers a year at \$2 would be \$120,000.

Recent intelligence from Belgium states that steam carriages have been introduced with great success upon the common roads; that countries where there is little doubt of their superior economy and utility to animal power.

While at St. Peters, on the Upper Mississippi, a few days ago, we learned the fact that the American Fur Company have a trading establishment in the Sioux country, on the head waters of the Red River of the North, several miles within the American territory, and from the line dividing us from the British colonies on some points.

The outrage to which we allude has been stated as follows:
Pierre Chouteau, Jr. & Co., successors of the American Fur Company, have a trading establishment in the Sioux country, on the head waters of the Red River of the North, several miles within the American territory, and from the line dividing us from the British colonies on some points.

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EXPENSES OF THE WAR.—We copy the following from the National Intelligencer of the 12th inst. There is no doubt but that the Mexican war debt will press heavily upon our long years to come.

We refer to a statement in the Argus of Tuesday last, denying the expensiveness of the Mexican war, entertained in the following words:
'It is shown to ever well-informed men that Congress has as yet voted only 28,000,000 millions for war purposes, and that a part of this sum is unexpended.'

The facts, in regard to military and naval appropriations, made since the commencement of the Mexican war, as is shown by the appropriation laws, are as follows:
Appropriation of the last Session.
For support of the army and navy, \$32,178,481 88

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For concluding peace with Mexico, 3,000,000 00
Total, \$35,178,481 88

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EXTRAORDINARY CONCURRENCE IN THE LIVES OF A MARRIAGE PAIR.—A Scotch newspaper of the year 1777, gives the following account of a letter from Lauder, dated the 12th of August, 1777. It is a singular case, and one that is not often met with.

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DR. SMITH'S GREAT PATENT PILLS.
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