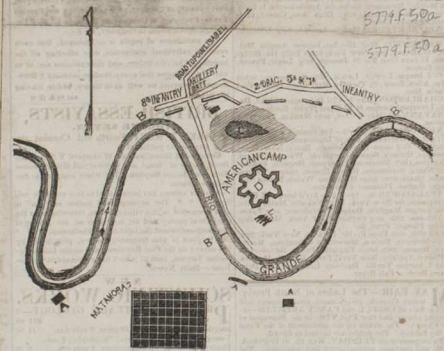


The above sketch is not intended to give correct relative distances, but rather positions, that our readers may understand the movements of our army. Point Isabel is about thirty miles north of the mouth of the Rio Grande, and some twenty miles in a direct line, by land, from the town of Matamoras—by water, it is nearly one hundred miles. As the southern or right bank of the Rio Grande was in possession of the Mexican force, it was impossible for Gen. Taylor to send his stores to the camp by water, for the transports would be exposed to the flanking fire of the enemy. Hence it was that Point Isabel was made a depot, between which and the camp there is a road, in pretty good order for that part of the country. By this our General kept up a communication with his stores until the Mexicans secretly moved up the river towards Camargo.

go, crossed there, and making a countermarch, took position between the camp and Point Isabel. From what we can gather, Gen. Taylor was not aware of this secret movement of the Mexicans. Had he been, however, he could not have checked it, for it would have been a fatal error to divide his troops or make a sortie in any force from behind his entrenchments. There is a small town, midway between Matamoras and the Gulf of Mexico, where vessels with stores land, and they are carried to the town on wagons. The position of Corpus Christi will be recognized, and the route of Gen. Taylor's former march upon his present position. That position is better explained by a reference to the map below.

THE SEAT OF WAR.

THE AMERICAN CAMP AND MEXICAN BATTERIES ON THE RIO GRANDE.



- A Batteries of Mexico.
- B Forts of the Rio Grande.
- C Fresh Pond and Swamp.
- D Gen. Taylor's Camp.

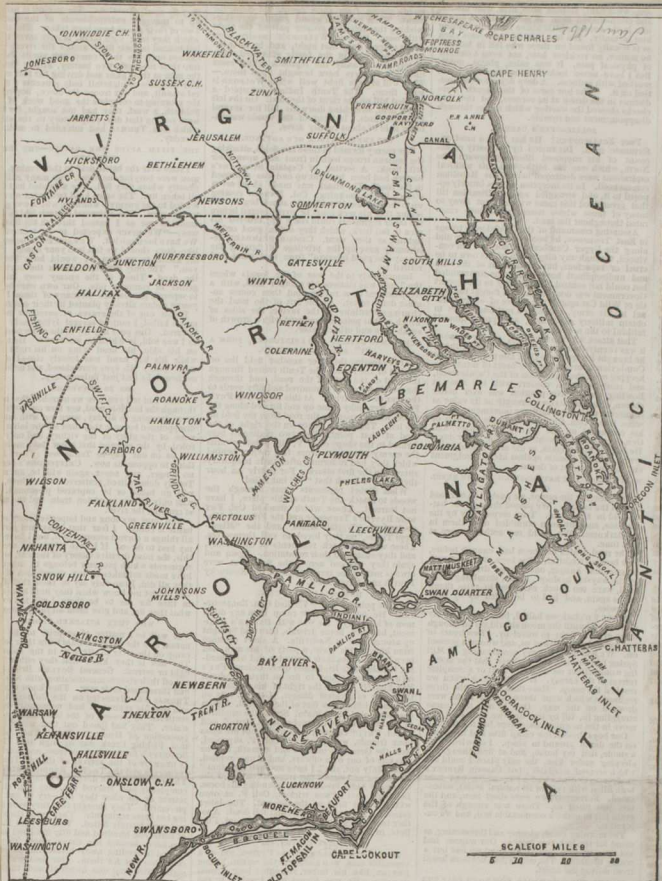
It will be seen at a glance, by any one acquainted with military science, that Gen. Taylor located his camp with great judgment and an experienced eye. It is protected on both flanks and its front by the river, some three hundred yards in width, and in the rear a pond and swamp also offer protection in case the line of infantry and artillery on the north should be stormed and their defenders driven into the camp. Capt. Leut's battery of eighteen pounders, as well as the fire from the batteries of the main camp, command the different fords and ferries of the river, and the natural declivity from the main camp to the river forms a glacis equal to any that human skill could throw up.

It will thus be seen that Gen. Taylor has shown engineering skill, equal to Vanhom himself, and he has only left his retreat and stores unguarded and unprotected from the necessities of the case. If our government had shown what appears to us the requisite energy, a force equal to all Gen. Taylor's command would have been concentrated for the protection of the provisions and munitions at Point Isabel, and double that number placed in the camp of observation. The Union calls his army one of "occupation"; this is a ridiculous term applied to a handful of soldiers sent to overawe and intimidate an empire.

Affairs then stand thus. Gen. Taylor, with his 2400 men, are cut off from all retreat and actually surrounded by a force twelve or quindrupling him in numbers. On the 21st ult., when Capt. Catlett left the camp, he had fifteen days provisions, which might, by short allowance, be

prolonged for twenty-five. It took Captain C. until the 2d of May to reach New Orleans, by the swiftest conveyance he could obtain. It is now twenty-one days since our last date from the camp; last Sunday week no relief had started from New Orleans—give the volunteers three days, or until the 7th, to get ready, and but nine days of the twenty-five remain for them to reach Point Isabel, land (if that place is not possessed by the Mexicans before that time), and repair to Gen. Taylor's relief. But should they effect a landing, and the 2000 Louisiana volunteers attempt to reach the American camp, they will find their road opposed by a Mexican force which was 2500 strong three weeks ago, and no one can tell how greatly it has been reinforced since! What then is to become of Gen. Taylor and the flower of our gallant army—the fathers, sons and brothers, who are now put up to that fortress, in a strange country, and perhaps exhausted by fatigue and debilitated by want of provisions?

We are no alarmists—we have full faith in the gallantry of our army, and Gen. Taylor is a soldier "fit to stand by Cæsar." But suppose they are driven to a sortie in the desperate attempt to cut their way to Point Isabel. Besides an armed force they have to encounter an unknown enemy—a dense forest of stunted prickly pear trees, almost impenetrable, and when he arrived at the Gulf, he would find no vessels to transport his troops and no provisions for their relief. This is indeed, in the best aspect, a most unfortunate position of affairs.



MAP OF VIRGINIA AND NORTH CAROLINA.

From Cape Charles to Cape Lookout, and from the Coast Line to the Main Railroad.

We give to the readers of THE INQUIRER this morning a map of the portion of Virginia and North Carolina between Cape Charles and Cape Lookout, and extending back to the main Southern railroad, showing the strategic points liable to be seized by the Burnside Expedition. It is not improbable that the point ultimately aimed at will be Goldsboro', on the railroad line between Richmond and the Southern States. Goldsboro' is situated fifty miles inland from Newbern, and is connected with it over a level country by the Atlantic and North Carolina Railroad, and by the Neuse river, so that it is within easy striking distance. Newbern is situated at the confluence of the Neuse and Trent, near the head of a sound or extended bay, which itself empties into Pamlico Sound, the command of both the principal entrances to which—Hatteras and Ocracoke Inlets—has been secured by the national forces. Newbern is the port of entry of North Carolina, and the chief town of Craven county. It is situated at the confluence of the Neuse and Trent rivers, the Neuse being more than a mile wide in front of the town. It has a population of about five thousand persons.

From Goldsboro' it is but forty-eight miles by the North Carolina Railroad to Raleigh, the capital of that State, but which possesses at least equal importance as the point through which the secondary and indirect communication of the Southern railroad States with Eastern Virginia is kept up. This is effected by the connection by railroad of Charlotte, the western terminus of the North Carolina road, with the Columbia branch of the South Carolina Railroad, and the connection of Raleigh with Petersburg, Va., by the Raleigh and Gaston Railroad. It will be the intention of General Burnside, probably, in landing at Newbern, to push his forces rapidly into the interior and seize Goldsboro', and possibly to move on boldly by the North Carolina Railroad to Raleigh. The seizure of Goldsboro' and Raleigh would effectually close every available avenue of communication between the Rebels in Virginia and the South.

It is possible that Washington, near the mouth of the Tar River, might be seized simultaneously with the seizure of Newbern, and the destruction of the bridges on the Tar and Neuse Rivers would securely cut off the Rebel forces from their retreat southward in this direction.

If Roanoke Island is seized it will prevent the Rebel navigation of the inland coast, and put a stop to the facilities they have hitherto enjoyed for communication between Albemarle and Pamlico Sounds. It will also threaten Norfolk, and if the movement is followed up with energy, will accomplish the blocking of the Rebel army at that place. The Dismal Swamp Canal being in possession of our forces would command a junction of the main railroad from Norfolk to a town called Suffolk, on the Nansemond River, and Norfolk would thus be cut off by water and land. The Rebels also anticipate, as would appear from despatches from the South, an attack on Wilmington. This city is situated on the left bank of Cape Fear river, just below the entrance of its northeast branch, thirty-four miles from

the sea, one hundred and thirty-five miles south from Raleigh, and one hundred and eighty miles northeast from Charleston. The Wilmington and Raleigh Railroad extends from here north to Weldon, on the Roanoke river, one hundred and sixty-two miles, and forms part of the great highway of travel north and south. Another railroad was not long since opened from Washington to Manchester, in North Carolina, where it connects with the Camden Branch Railroad. Currituck is about fifteen miles long, two to ten miles wide, and is navigable for vessels drawing ten feet of water. Owing to the natural break-water which protects a large portion of the coasts of North Carolina and Virginia, the water is placid as a lake, and easily navigated.

Altamaha Sound extends in a westerly direction about sixty miles; it is from four to fifteen miles in width, and though in many parts quite shoal, is sufficiently deep to admit of the passage of vessels of ten feet of water.

The Pasquotank river, which has its rise in the Dismal Swamp, flows into this sound. A canal, called the Dismal Swamp canal, connects this river with the Pamlico Sound. This lake is about thirty miles in length, and from ten to twelve miles in breadth. When full the surface of the lake is twenty-one feet above tide water.

The Jericho canal connects this lake with Suffolk, which is situated on the Nansemond river, and on the Portsmouth and Roanoke Railroad. It is eighty-five miles northeast of Richmond, and twenty miles from Hampton roads.

Nansemond river enters Hampton roads, and is navigable for vessels of ten feet of water from Suffolk.

Should this route not be chosen the Expedition can enter the Roanoke river and proceed to Weldon, N. C., one hundred and fifty miles from its mouth, which in consequence of the obstruction of a fall, is the limit to steamboat navigation.

Weldon is a point of considerable strategic importance. Four railroads meet there, viz., the Wilmington and Weldon, the Seaboard and Roanoke, the Gaston and Raleigh, and the Petersburg road. The first of the roads is one hundred and sixty-two miles in length, and runs south-easterly to Wilmington, intersecting Goldsboro' on the Neuse river. The second is eighty miles long, and runs to Portsmouth, Virginia. The third is ninety-seven miles long, and runs north-westerly to the capital of North Carolina. The fourth is otherwise known as the "Richmond, Fredericksburg and Potomac," Richmond and Petersburg Railways. By this route Richmond is one hundred and eighty-six miles from Weldon; Petersburg, Virginia, is one hundred and sixty-four miles distant.

The Neuse river—pronounced, as if spelled Nause—is, next to Cape Fear, the largest navigable stream in North Carolina. It is navigable for steamboats from its mouth, which is at the lower part of Pamlico Sound, to Waynesboro', N. C., a distance of more than one hundred miles. Goldsboro' lies in the Waynesboro', on the river, is a point at which the railroads from Wilmington on the Cape Fear, and from Newbern on the Neuse river converge.

Weldon seems peculiarly situated for an attack. It is easy of access, and when gained can be as forcibly extended as to Manassas. It is not far from Richmond, and, furthermore, the seizure of this point would seriously incommode the Rebels at Richmond and Manassas.

TABLE OF DISTANCES BY RAILROAD.

WILMINGTON TO COLUMBIA, S. C.	Miles.
Wilmington to Florence	107
Florence to Kingsville	38
Kingsville to Columbia	155
Wilmington to CHARLESTON, S. C.	107
Wilmington to Florence	107
Florence to Charleston	102
Wilmington to RICHMOND, VA.	209
Wilmington to Goldsboro'	85
Goldsboro' to Weldon	77
Weldon to Norfolk	35
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