

FROM THE GEORGIA JOURNAL. THE MISSIONARIES.

It is certainly true that the Supreme Court has decided in favor of those men, and against the State of Georgia.

The cause was carried to the Supreme Court of the United States. The State of Georgia, denying the jurisdiction of the Court, refused to appear before it.

There can be no two minds on this point among the people of Georgia; but they will have abundant time for calm reflection and full deliberation.

We have no time to look up cases that may indicate the course to be pursued by the Supreme Court, when it learns that Georgia declines a dismemberment and partition of its territory.

In the Supreme Court were *coram non-judice* in relation to that court, and they, consequently, decided obedience to its mandate.

The judgment of the Court of Appeals in Virginia, rendered on the mandate in the cause, and denying the appellate jurisdiction of the Supreme Court was reversed, and the judgment of the District Court in Virginia, which the Court of Appeals in Virginia had reversed, was affirmed.

EXTRACT.

Washington, 5th March, 1852.

DEAR SIRS—The people of Georgia will receive with indignant feelings, as they ought, the recent decision of the Supreme Court, so flagrantly violative of their sovereign rights.

DEAR SIR, very respectfully yours, G. M. TROUP.

FROM THE FEDERAL UNION.

Case of the Missionaries.—For a brief of the singular decision of this case, we refer our readers to an article from the National Intelligencer.

The state of our own feelings, and the absence of the decision itself, induce us to reserve a full and free expression of opinion upon this momentous subject for the present.

CONGRESSIONAL ANALYSIS.

IN SENATE—March 8.

The following resolution, submitted yesterday by Mr. Benton, was this day considered and agreed to: Resolved, that 3000 copies of the report of the select committee of the British House of Commons, on the salt duties, in June, 1818, (with the minutes of evidence and without the appendix) and also, of the papers from the Board of Trade, on the effects of the salt duties on agriculture, manufactures, the laboring classes, &c. be printed for the use of the Senate.

Webster's amendment which provides for the representation of fractions exceeding a moiety of the ratio. A long debate ensued, in which Messrs. Clayton, Forsyth, Hayne, Ford, Tazewell, Marcy, and Webster, took part.

Without taking any question, the Senate adjourned.

In the House of Representatives, the consideration of the resolution of Mr. Clayton, of Georgia, for the appointment of a select committee to investigate the affairs of the Bank, was resumed.

WASHINGTON MARCH 10. In the Senate, yesterday the Vice President communicated a letter from the Secretary of the Treasury, transmitting a statement of the affairs of the United States Bank, for the months of January and February, 1852.

In the House of Representatives, the consideration of Mr. Clayton's resolution for the appointment of a committee to investigate the affairs of the Bank was resumed; and a further amendment was proposed by Mr. Burgess, for the appointment of a committee to examine into the charges and report upon facts thereon, by the 2d Monday in April.

Mr. Davis, of Massachusetts, renewed his amendment to grant \$100,000 to Mrs. Decatur, and the residue of the \$100,000 to the heirs of the commanding officer of the squadron, and the officers and crew of the *U.S.S. Intrepid*; and upon this the yeas were taken, and the motion was rejected, yeas 73, nays 102.

We are indebted to a correspondent in Liverpool for the following interesting article on the Liverpool and Manchester Railway.

LIVERPOOL & MANCHESTER RAILWAY.

The perfection to which this mode of transportation has arrived, considering its recent introduction, is truly surprising, as well to the mechanic, as to the casual observer, for the facility and power of the beautiful locomotive steam engine, moving on its almost frictionless path, with its lengthened train of treasures, have exceeded the expectations of the most scientific, delighted the speculative, and astonished all ranks and conditions who have witnessed them.

The earliest account we have of railways is of those of the Newcastle mines; they were made of wood in the year 1670, to facilitate the work of horses; thence onward they were gradually adopted. In 1790, although there was scarcely a railway in the extensive mining concerns of Wales, yet in 1811 there was at least 150 miles in length there, and more than 30 miles of railway under ground.

Steam was first suggested as a moving power for carriages in the year 1752, but was only first used in 1804—and how wonderfully it has succeeded!

The Liverpool and Manchester railway, (which was first surveyed for in 1825, and the cost of completion estimated at 300,000*l.*) is unquestionably the finest work of the kind that has yet been executed; but in consequence of the magnificent scale it is wrought upon, and the improvements contemplated, its cost will prove to be enormous.

is therefore about to be driven to the centre of the town, that is, to the present hay market, which shall have an easy inclination, be well lighted, and have its temperature at all times equal to the atmosphere for the use and purposes of the passengers only; and this it is calculated may be effected for a principle sum equal to that whose interest is now annually consumed by the cost of the inconvenient and dilatory omnibuses.

The locomotives, or steam engines, employed on the way, are increasing in number and demand; the coaches and waggons attending in their trains are very numerous—and the effect of their swiftly moving motion, and regularity is most pleasant to the passenger, now, as the rattling wheels echo through the chasms on the deep cut ricks, or, as they swiftly glide over the picturesque embankments, or as they gently undulate in even velocity over the level moorlands.

The snows or frosts in winter, are found to have no retarding effect, and this is a great triumph gained over the ice clad slow canal. Accidents, as on all roads, will occur occasionally, but in this way the average, considering the number travelling, is far smaller than that of the high road; guard rails are however to be placed close to the iron rails, on embankments and on bridges—self acting "breakers" are to be put to the wheels and every precaution taken to prevent any sad occurrence.

It has been before mentioned, that several branch rail ways from other places join this, and it has recently been determined, that the one intended to be formed from Birmingham, shall join this one by way of Warrington, whence to Liverpool it will be 10 miles, or to Manchester it will be 24, and from Warrington to Birmingham 74 miles. This latter railway at an estimated cost of 1,000,000 is calculated to pay 14 per cent, as the business is expected to be prodigious for the iron manufactured in Staffordshire and the neighborhood is said to be 270,000 tons, the coal raised 2,400,000 *tns.*, the pottery 29,000 tons, and the different varieties of merchandise 300,000 tons or more, all which are passed per annum between the places.

The junction of such a line, will necessarily bring an almost overflowing increase of business to this of Liverpool and Manchester; but such is the rapidity and capability of conveyance, that Stephenson calculates from the experience of only the present limited number of engines, and the average of having only hitherto passed 500 tons of goods, and one thousand passengers daily, that he will, on the completion of the new passenger's tunnel, and other arrangements, be enabled with ease, to take by this railway 10,000 tons of goods, and 10,000 passengers daily.

It was expected that when the novelty of travelling by this conveyance was worn away, a falling off in the number of Travellers would take place—this however is not the case; on the contrary, it has gradually increased, as you will perceive from the annexed official statement—from this you may also judge of the permanently beneficial results the undertaking promises not only to the community but to the shareholders. The shareholders have only divided 41 per cent. for the last half years dividend, that sufficient funds may be left for the contemplated improvements. The 100*l.* shares are now at 20*l.*

Table with 2 columns: Tons of Goods, and 2 rows of data for half year ending 30th June last.

Table with 2 columns: Increase, and 2 rows of data for half year ending 31st December last.

Table with 2 columns: Increase, and 2 rows of data for half year ending 30th June.

Table with 2 columns: Increase, and 2 rows of data for half year ending 31st December.

FROM THE MINERS & FARMERS' JOURNAL. Gentlemen.—Observing in your paper of the 29th ult. some queries respecting the treatment of the pyritesiferous ores of this country, I am induced to offer the following desultory remarks.

In reply to the first, I should say much depends upon locality. The quartz in the lodes of this country is either massive, granular or cellular, and according to its structure the treatment of the same, in preparing for the stamps, varies.

Supposing the quartz to be massive, with its auriferous minerals disseminated throughout; the object is to prepare it by artificial means for pulverization to a given quantity in the shortest time, and to be enabled to exercise the greatest economy. In this case, the means employed would be calcination, by which mode the coherent crystalline character would be destroyed, the rock become soft and separate, and of course the stamping rendered comparatively easy.

If the quartz be granular, assuming the appearance of sand-stone by means of the peroxide of iron inclosing the grain, such as is found in a vein at Moore's Mine in Habersham, Ga.—which veins are singularly and interestingly characterized by the large portion of silver contained in them—in this case the particles of quartz are naturally loosened, and calcination is unnecessary, being ready for each blow of the stamps to take direct effect.

Cellular quartz, with regard to this question,—not mineralogically—may be subdivided into two kinds; what is commonly called "Honeycomb," and another of a spongy description, resembling pumice-stone. These cells are either empty or filled with argillaceous solution, the divisions of which being of a brittle nature, require not the aid of calcination for their reduction. Some species of "Honeycomb" are based upon massive quartz of such solidity as not to be separated by manual labor; in consequence thereof calcination would render the separation simple.

SUB. 2d & 3d.

The object of roasting ores containing sulphate of iron or pyrites, is to cause the evaporation of the component parts of sulphur, which otherwise would operate against proper amalgamation; for this the heat must be strong enough to effect that purpose. This process can be carried into effect either in the open air or in furnaces. The latter way is decidedly the best, but requires the pyrites to be stamped fine. Ores prepared in this way would get rid of their volatile substance under from 500° to 600° Fahr. Care should be taken in charging the furnace, in order that every particle may be exposed to an equal degree of heat, which must be further aided by turning the charge and exposing a new surface to the free access of the oxygen of the air. This process is concluded when the sulphureous smell is no longer perceptible, and the pyrites losing its metallic lustre becomes of a dark red color.

[TO BE CONCLUDED.]



FOR PRESIDENT. ANDREW JACKSON OF TENNESSEE. Election in 1836. BURTON CRAIG is a Candidate to represent the Borough of Salisbury, in the House of Commons, of the next General Assembly.

It will be seen from the following correspondence that our late Representative, Mr. Fisher, declines at present giving us in the State Legislature. In common with the great majority of his fellow-citizens of the borough, we regret the necessity, which deprives us of his services, at this particular juncture is our affairs, but we trust that he may, at some future day, again adorn our legislative hall with his talents and his usefulness. He carries with him, in his retirement, the well wishes of his townsmen for his prosperity and happiness.

February, 20th 1832. To CHARLES FISHER, Esq.

Dear Sir: Being currently reported in Town that you intend to deem a re-election to the Legislature, we have been appointed as a Committee in behalf of a large, and respectable number of our fellow-townsmen, to call upon you, and solicit you to represent our Borough in the next General Assembly.

There are a number of reasons why it is desired that you should not, at this time, decline. The present time to be a very important period in the concerns of our State. The Convention question is now before the People; and from the interest you have always taken in the subject, we believe you might be of great service to the West, and to the whole State, in bringing it to a conclusion.

Besides, there are still other important subjects that will come before the next Session; in all of which your experience and talents might greatly benefit the public.

But there is another reason why your retiring at this time, which you have been instructed to urge upon you. If you withdraw, we fear that our Borough will be divided and thrown into much confusion, and excitement in the choice of your successor.

Your public course and political principles have met our warmest approbation; and though we have many respectable citizens, we believe there is no one among us who can unite the voice of our voters in the same degree with yourself. If you agree to offer, we believe, as heretofore there will be no opposition to your re-election. Your sincere friends, SAMUEL LEMLY, GEORGE YOGLER, Committee.

Salisbury, 20th Feb. 1832.

GENTLEMEN:—The letter, which you as a committee on behalf of a number of our Fellow Townsmen, addressed to me a few days ago, I have received, and have given to it the most respectful consideration. It would be worse than unbecomingly not to acknowledge how much I feel gratified at this flattering evidence of the good will, and continued confidence of my fellow-citizens—I am the more so, being so long, and who are so intimately acquainted with all my actions, public and private. While on the one hand I am thus highly gratified, on the other, I experience a corresponding regret that it is utterly out of my power to comply with your wishes.

There are those among you, who will recollect, when I consented to offer, previous to the last election, it was with the understanding, that it should be my last session, for some time.—With this view I have made all my arrangements, and cannot now change them without serious injury to my private interests, and without violating my engagements with others. My business is such, as will require my occasional absence from home for some time to come, and indeed I expect to be absent from the State, during the weeks that the next legislature will be in Session.

For these reasons, the connection which has so long, and so harmoniously existed between us, as representative, and constituents, must now terminate, for a time at least.

Please to communicate the contents of this letter to the citizens in whose behalf you act, and assure them that I shall cherish with the warmest feeling of gratitude, this new evidence of their friendship and confidence, as also the many acts of kindness and support I have heretofore received from them. Your sincere friend, CHARLES FISHER.

COL. SAMUEL LEMLY, GEORGE YOGLER, Committee.

We are authorized to announce John A. Merny as a candidate for the office of Sheriff at the ensuing election.

The Hon. Mr. Wilkins, now a Senator in Congress from Pa. who was nominated by the Harrisburg Convention for Vice President, has accepted of the nomination. Shall we of the South give Pennsylvania, assuming Pennsylvania, her choice, or shall we run a Southern man?

We have several articles on hand which we are reluctantly compelled to defer until our next.

We refer the reader to the first page of our paper for an account of the concerns of the Petersburg Railroad company. On our second page will be found an interesting article upon the Liverpool and Manchester Railroad, furnished the editor of the *Com. & Eng.* of North Carolina, full in with the march of improvement which is now visible in other parts of the world? Shall we despair of succeeding in our grand undertaking in constructing a railroad through the centre of the State, when we have so many encouraging examples before us? No, let us rise up in our majesty and say that we will succeed, and nothing can prevent us from succeeding. Shall the humiliating reflection always continue that we are behind all our sisters in Physical improvement, or shall we boldly step forward determined to contend with the foremost? What is the pride of Carolina? Has it bent down under the weight of our oppressions, or does it only lumber?

We would respectfully call the attention of the reader to two articles in our paper of to-day; one from the Georgia Journal, the organ of the late administration of Georgia or of the Troup party; the other from the Federal Union, the organ of the present administration, or of the Clark party. They will see that upon the Cherokee question there is no difference of opinion. That all parties unite in denouncing the decision of the Supreme Court—and speak of it as a matter out of the jurisdiction of that court, the constitution of the U. S. having given the States jurisdiction in all criminal cases.

We have had on hand for some time the "supplemental memorial" of the Free Trade convention, from the pen of Chancellor Harper of S. C. and Professor Dew of Virginia. We will give it an early insertion.