

SENATE.

Tuesday, Jan. 17.

On motion of Mr. J. W. Bryan, ordered that a message be sent to the House of Commons, proposing to ballot immediately for a Trustee of the University, to supply the vacancy occasioned by the resignation of P. W. Kirtland, and informing that House that Col. Andrew Joyner was in nomination for the appointment. Mr. Marsteller, from the Committee appointed to superintend the election, reported that Col. Joyner was duly elected.

HOUSE OF COMMONS.

Mr. MacRae introduced a bill to make compensation to the Secretary of State for additional services. Read first time. The engrossed bill to incorporate the Farming and Mechanics Cotton Manufacturing Company of Orange and Chatham, was read the first, second and third time, and passed, and ordered to be enrolled. The bill to incorporate the Raleigh and Columbia, S. C. Company was read the third time. Mr. Watson moved its indefinite postponement. Mr. Guthrie moved the motion with such amendment, the question was negative 82 to 19. The bill then passed its third reading, and was sent to the Senate for concurrence.

At the Stuck of the Central Rail Road. Agreed to, by a vote of 49 to 39. The question on motion of Mr. Gwyn, was then taken by Yeas and Nays, separately, on each Resolution. The first Resolution is as follows: Resolved, That the surplus money of the United States, to be deposited with North Carolina ought not to be kept useless and profitless, but that the same shall be invested in such manner as to secure the capital, and also advance the great interests of the State. The State debt of four hundred thousand dollars, shall be purchased in, and such provisions made by law, as will stop the interest and prohibit the re-issuance of the scrip, except it shall be made necessary, on a demand by the General Government, for repayment of the surplus money deposited in N. Carolina. This Resolution was adopted with but one dissenting voice—Mr. Chambers, of Person.

hope that they will not now be suffered to insult the Senate, as they did when it was under the power of the Bank of the United States, when ruffians, with arms upon them, insulted us with impunity. Let them be taken and brought to the bar of the Senate. Here is one, just above me, that may easily be identified—the bank ruffian! The order to clear the galleries was revoked, and the Sergeant-at-Arms directed to proceed into the galleries and apprehend the persons who had created the disorder. In a very few minutes the Sergeant at Arms returned, and reported to the Chair that he had apprehended an individual and had him in custody. Mr Benton moved that he be brought to the bar of the Senate. Mr Morris opposed the motion, and demanded the yeas and nays; which being ordered and taken stood yeas 17, nays 8. So the motion was carried. It was suggested by Mr Moore that there was not a quorum present, and the Chair at first so decided. But, on being reminded that one of the Senators from Louisiana had resigned, 25 was a majority of the 49 remaining. He declared that a quorum was present. Mr Moore now moved an adjournment; but the motion was lost. The Sergeant-at-Arms now produced and presented an individual at the bar of the Senate. [He was a tall, well dressed man, wrapped in a black over-coat. Mr Benton said that, as the individual had been taken from among the respectable audience in the gallery, and had been presented in this public manner with all eyes fixed upon him, he had perhaps been sufficiently punished in his feelings. Mr B. was not disposed to push the proceedings any further, and therefore moved that he be discharged from custody. Mr Morris considered the whole proceedings as very extraordinary. If the individual had been worthy of arrest, he ought to have an opportunity of defence. A citizen had been brought to the bar of the Senate, and not informed for what reason, nor of what offence he stood charged; and now it was moved that, without a hearing, he be discharged from custody. Call you this (said Mr M.), the justice of the Senate of the United States? Is it in this manner that citizens are to be treated? It appears to me a most extraordinary proceeding. Mr Sevier moved an adjournment but the motion did not prevail. Mr Robinson, near whose seat the person apprehended then stood, proposed that the individual have an opportunity to purge himself by oath from the contempt. The Senate were not to presume him guilty, & if he was willing to swear he intended no contempt, he ought to have an opportunity to do so. Mr Morris demanded the yeas and nays on the motion for his discharge; and they were ordered accordingly. Mr Benton observed that if the individual was ready to go to the Clerk's table, and there by oath to purge himself of the contempt, he had no objection. Let him do so. Mr Robinson now stated, on behalf of the person apprehended; that he was willing and ready to answer interrogatories. Mr Benton thereupon withdrew his motion for his discharge. The Chair reminded him that he could not do this, inasmuch as the yeas and nays upon it had been ordered. Mr Morris was strongly opposed to having the individual, suddenly without warning, and without opportunity to consult counsel, brought forward to take his oath, and undergo interrogatories. It would be better to give him until to-morrow, that he might have some leisure for reflection. He had been brought up here before the Senate of the United States, and before the People of the U. States, and to require them thus suddenly to be put upon oath in his defence was wrong. He concluded by moving an adjournment. The yeas and nays were demanded and ordered on the motion to adjourn. Mr Strange thought that if the individual was willing now to be sworn, and to undergo interrogatories, he was certainly the best judge of his own rights. He best knew what he could undergo, and there was no need that Senators should become his advocates. Mr Benton said that if the man wished to purge himself on oath, now, here, in the presence of the Senate, it was very well. Let him do so. But if he wanted to go away and consult a lawyer, if he must ask a lawyer to-morrow before he could tell whether he meant to insult the Senate to night, he was opposed to it. If he was ready to swear, let him do it, but no consulting with lawyers. The Chair stated to Mr Morris that the individual in custody was not brought up without a charge, as that Senator seemed to intimate. He was charged with disorderly conduct in the presence of the Senate, and the law gave the Senate, as it gave a court of justice, power to protect itself in all such cases by a summary proceeding, and on the evidence of its own senses. Mr Robinson again said that the individual in custody wished for an opportunity of purging himself from the contempt. Some confusion prevailed. But the motion for his discharge being pressed, the question was put, and decided as follows: YEAS—Messrs. Benton, Brown, Buchanan, Dana, Ewing, of Illinois, Fulton, Grundy, Hendricks, Hubbard, King, of Alabama, Linn, Nicholas, Niles, Page, Rives, Robinson, Ruggles, Sevier, Tallmadge, Tipton, Walker, White, Wright—23. NAY—Mr Wall—1. The individual was accordingly discharged from custody. The individual, referred to thereupon advanced, and addressing the Chair, said,

"Mr. President, I am not to be permitted to speak in my own defence?" Chair, to the Sergeant-at-Arms, Take him out! The Senate now adjourned. THE WHITNEY COMMITTEE. This committee has for several days been engaged in the duties assigned it. No great progress, however, has been made. Whitney has been called before the Committee, but refused to answer, without a week's delay—because, as he alleged, of the extraordinary character of the questions concerning his private affairs. Mr Peyton proposed to grant time on all questions of a private nature, requiring documents, and to proceed with questions admitted to the public. Mr Hamer proposed to grant time for a week, for all questions—which prevailed 5 to 4. This was on the 13th. Since then, other witnesses have been examined. We obtain the following information from the Baltimore Patriot of Saturday: Richmond Whig. "The committee of enquiry in Whitney's case are industriously pushing their investigations. Mr Woodbury has been before them for two or three days; and enough has been derived from his testimony, it is said, entirely to sustain Messrs Wise and Peyton, and others who have an interest in referring out frauds and abuses, in the course they have hitherto pursued. Mr Woodbury was asked whether R. M. Whitney was present at the Cabinet Council that decided on the issuing of the Treasury Circular—but he declined answering, on the ground that the question might lead to other queries requiring the disclosure of cabinet secrets! Subpoenas have been sent to Baltimore, New York, Philadelphia, Cincinnati, and other places, to compel the attendance of witnesses. The Charlottesville Advocate says—We understand Mr Garland has been astonished at the investigation. Before he commenced the examination he thought all was right—but has been compelled to change his opinion.—Extraordinary disclosures are anticipated. Mr Underwood of Ky. has brought forward a resolution, directing the clerk to lay before the H. of R. a statement showing the mileage claimed and received by the different members of Congress. Some sensitiveness was shown at this by several members; one of whom, (Mr Claiborne of Miss) moved, as an amendment, that a select committee be appointed, to report, what deduction, if any, had been made by members, from their per diem, compensation, when absent, in attendance of the Supreme Court, or on the Courts in adjacent States, or elsewhere, or on their private business; and another (Mr Yell, of Arkansas,) that the same Committee enquire into the expediency of reducing the per diem compensation from \$8 to \$6; and also into the expediency of providing for the removal of the seat of government to some point on the Ohio or Mississippi river, on or before the 1st day of January, 1840. Whenever abuses by members of Congress are to be exposed, the enquiry is sure to be smothered under a mass of irrelevant topics. The physicians do not like to heal themselves. [Lynchburg Virginian]. From the Rutherfordton Gazette. The "Star" appears to be in raptures with the speech delivered by Mr. Meminger, in the Senate, on the great Western and Southern Rail Road, and to be completely electrified at the advantages our State will receive from its construction. Mr. Meminger and the "Star" are no doubt better qualified to form a correct opinion upon a question of this nature, than we are; but we do protest against being considered the recipients of their approach, than has been presented to us in this case. If the Road is located where we suppose it will be, the benefits to North Carolina depend upon contingencies too remote to throw us into ecstasies while contemplating their advance. There is at present but little doubt, but that only a very small portion of the Road will pass through the State on this side of the mountain. The mineral region will not be touched. In Buncombe there are no minerals, at least none have yet been discovered, and the probability of making that a manufacturing county is very remote. Mecklenburg, Lincoln, Burke and Rutherford counties possess some mineral wealth than any other portion of Western North Carolina, and these counties will scarcely realize any good results from the completion of the road unless indeed, they are able to construct branches from the main trunk. That enterprise which is to raise the drooping spirits of North Carolina, and elevate her to that position among her sister States, to which her extent of territory, her mineral wealth, her agricultural and manufacturing resources, entitle her, is not the Charleston and Cincinnati rail road, but the Cape Fear and Yadkin rail road. COFFEE.—The annual table of exports from the ports of Havana and Manzanillo exhibit the curious fact that in the last three years the quantity of Coffee shipped to the U. S. exceeding the whole quantity shipped to Europe by 4,666,000 pounds. The export to the United States, during these three years, was 40,490,000 lbs. To all Europe, 35,824,000 lbs. THE GIRARD FUND.—The income of the Girard Estate, this year, is \$418,000. The greater portion of this year's income is appropriated to the endowment of a College. Last year, \$153,000 were expended on the College, a building, when finished, that will be without a rival in North America.—Philad. Adv. Singular Delusion.—The barn of Colonel Elisha Hall, New Haven, was destroyed by fire on Saturday, 24th ult. A young man by the name of Platt, deaf and dumb, and also deranged, acknowledges by signs and writing, that he set the barn on fire; that he had conceived the notion of going to heaven, as Elijah of old, in a chariot of fire, that he set fire to the hay and laid down by the side of it, expecting to be wafted upwards; the fire scorched him so that his faith failed, and he was induced to leave the chariot and escape on foot!

WATCHMAN. Salisbury, Feb. 4, 1837. The following is the arrangement of Judicial Circuits for the Spring of 1837. Edenton Circuit, Judge Toomer. Newbern " " Nash. Raleigh " " Bailey. Hillsboro " " Dick. Wilmington " " Settle. Salisbury " " Saunders. Mountain " " Pearson. 6th & 7th JUDICIAL CIRCUITS. The following are the times of holding the Superior Courts in the 6th Judicial Circuit. And as the organization is a new one, we state the days of the month on which the next terms will happen. Cabarrus, 2nd Monday in February and August. (1st Term 13th February.) Mecklenburg, 3d Monday in February and August. (1st Term 20th February: lasts 2 weeks.) Lincoln, 2nd Monday after 3rd Monday in February & August. (1st Term 6th of March.) Iredell, 3rd Monday after 3rd Monday in February & August. (1st Term 13th of March.) Rowan, 4th Monday after 3rd Monday in February & August. (1st Term 20th of March.) Surry, 5th Monday after 3rd Monday in February & August. (1st Term 27th of March.) Ashe, 6th Monday after 3rd Monday in February & August. (1st Term 3rd of April.) Wilkes, 7th Monday after 3rd Monday in February & August. (1st Term 10th of April.) Davie, 8th Monday after 3rd Monday in February & August. (1st Term 17th of April.) 7th CIRCUIT. Macon, 4th Monday in March & September. (1st Term 27th March.) Haywood, 1st Monday after 4th Monday in March & September. (1st Term 3rd of April.) Fancy, 2nd Monday after 4th Monday in March & September. (1st Term 10th of April.) Buncombe, 3rd Monday after 4th Monday in March & September. (1st Term 17th of April: lasts 2 weeks.) Rutherford, 5th Monday after 4th Monday in March & September. (1st Term 1st of May: lasts 2 weeks.) Burke, 7th Monday after 4th Monday in March & September. (1st Term 15th of May: lasts 2 weeks.) THE RAIL ROAD CHARTERS. We have received, and will publish in our next, the original, with the amended charter of the Fayetteville and Western Rail Road Company, and think it will be considered as immediately favorable to such as have an inclination to forward the enterprise with their money. The important privilege of navigating the Yadkin River and of charging toll on the same in our opinion gives a perfect security that the stock will pay good profits. A good portion of that stream, as has been before demonstrated, can be easily brought into use when a Rail Road shall meet it above the narrows: Every mile of which will be equal to so much Rail Road ready made to hand: nay, we may say it will be better, for it will need no repairing. We received by yesterday morning's mail the Standard, which contains several interesting acts of Assembly, among which is that in which we are so deeply interested concerning the Internal Improvement of the State, and we are greatly relieved at finding the impression which had so much dampened our hopes in this quarter, to wit: that one fourth of the amount of money paid in by individuals, was also to be laid out in work on the Road is altogether wrong. There is no such provision in the law, nor any thing that has the likeness of such! How therefore, such a delusion found its way into the Captions is somewhat strange. Upon the whole we have the thing perfectly and completely in our power on the very fairest footing, & if we ever did intend to go forward with the work, we should do so, or for ever after hold our peace. We cannot dismiss this topic without advertising to the course pursued on this subject by Wm. H. Haywood: it was liberal, high minded and disinterested beyond what is usually expected of modern politicians. It is a measure worthy of the man who mainly achieved the amendment of the State Constitution, and well entitles him to the thanks of the whole State.—What a pity it is that such a mind should get so far wrong in general politics. For ourselves, we tender to Mr. Haywood a receipt in full for life for the Watchman as a manifestation of our high regard for his services to the State on the late occasion. He may not consider the favor it-

self as much; but we have no doubt will properly appreciate the sentiment. CHARLESTON & CINCINNATI RAIL ROAD. The following are the Directors for the present year, and their residences: Robert Wickliffe, Lexington, William C. Richardson, do. Gen. James Taylor, Newport. John W. L. Fubius, do. Israel Ludlow, Covington. John B. Casey, do. Col. John Williams, Knoxville. Dr. James G. M. Ramsey, do. Col. Alex. E. Smith, Newport. Dr. J. F. E. Hardy, Asheville. Thomas J. Forever, Rutherford. Peregrino Roberts, Eq. Lincoln. Gen. R. Y. Hayne, Charleston. Gen. James Hamilton, do. Charles Edmonston, do. Mitchell King, Esq., do. Col. B. F. Elmore, Columbia. Col. A. Blending, do. Hon. J. C. Calhoun, Pendleton. Dr. John W. Simpson, Laurens. Col. Robert G. Mills, Chester. Edmund Mansfield, Cincinnati. William Green, do. Joseph Bousal, do. FIRST MEETING OF THE DIRECTORS. At a meeting of the Board of Directors of the Louisville, Cincinnati and Charleston Rail Road on Friday the 12th inst., ROBERT WICKLIFFE, President of the Company for the present year. Maj. McNeil of North Carolina, was unanimously elected Chief Engineer, and in charge of the work.—Major McNeil and Captain Williams were required forthwith to report to Charleston to enter upon the duties of their appointment, under the direction of the President of the company. The Board adjourned to meet at the Flat Rock, on the 2d Monday of October next.—Knoxville Register. The location of this Road, in consequence of the proposed connexion of the Fayetteville & Western Road with it, is daily becoming of increasing importance to the middle parts of North Carolina. To the Sections of our State, through which it may immediately run it has always been a matter of deep concernment. We therefore extract the following from the report of Col. Blending from the Committee on Routes and Surveys. "The only fact clearly and distinctly ascertained is, that the valley of the French Broad River must be adopted, as the only practicable course in which the Road can pass the Alleghany mountains and Blue Ridge, having in view the connection of the points prescribed by the charter. Another, by the head waters of the Savannah, and the Valley of the Tuckahoe and Little Tennessee, having been suggested as high and respectable authority, the same has been surveyed under the superintendance of Capt. Williams, of the Topographical Engineers, by Lieutenant Drayton, late of the Army, and Mr. Featherstonhaugh, of the United States Civil Engineers, in whose accuracy and judgment your committee have entire confidence. The result is presented in their reports, which are herewith submitted. These clearly demonstrate that this route is wholly inadvisable. On the other hand it is as clearly demonstrated, that by adopting the French Broad route, it is possible to conduct the road from the Valley of East Tennessee, centrally through the Alleghany mountains, to the crest of the Blue Ridge, at two points in Buncombe county N. C. with a gradual ascent entirely within the range of locomotive power, as now in constant and full use.—These points are at the Reedy Patch on Butt Mountain Gaps. Late surveys and reports issued have also led to the conviction, that from one, if not from both of these points, the Blue Ridge, the road may be carried down the level counties of South Carolina, over the mountain region, on a grade, which will preclude the necessity of stationary power. Both parts of the ground has not been sufficiently explored to the rigorous test of the instruments, to enable the company to decide which of the routes that present themselves, should be adopted. There, at least, should be secondarily examined: 1st.—The route which leads to the Reedy Patch creek and Broad river, the ridge between that stream and the Catawba is gained. 2nd.—The route by the Butt Mountain Gap, descending through the mountain which receives the Green river, between Blue Ridge and Saluda mountains, till the level counties of South Carolina, and then to the level country near Greenville, S. C. Each of these routes must be carefully and minutely surveyed so as to furnish an estimate of the actual costs of every part of each, with the angle of their grade—and their adaptation to locomotive power, before the company is able to decide which of these routes should be adopted. These surveys must be conducted with the view of passing through the Blue Ridge and Columbia: should no obstacle intervene to expedite to take a different route. Of this, we would only say, if any enterprise is to guide the direction of this enterprise, except that of mere elevation of the interest of the company to adopt the route between the Catawba & Broad River, it is to be expected from the liberal spirit manifested by the last Legislature in favor of Internal Improvement: much also from the growing interest in North Carolina, towards this particular. By making a large portion of our State, in this work, aid might not only be derived from our State Treasury to a liberal extent, but subscriptions from individuals might be more largely than on either of the proposed routes:—because the nature of the proposed route of the mineral counties of North Carolina, justify them. We do not guess, when we think that if the most easterly route were to be adopted, the subscriptions in North Carolina would be increased fifty fold. We should think something ought to be conceded, to the connecting with the Fayetteville project, more easily that could be done, the more would our citizens go into both schemes, and more certainly would both be completed. The stock in both would be rendered more profitable, we think too clear, to be argued. The committee on Finance report the following as the amount of stock subscribed