

# THE STAR AND NORTH CAROLINA GAZETTE.

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THOMAS J. LEMAY,  
EDITOR AND PROPRIETOR.

## TERMS.

Subscription, three dollars per annum—  
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regular prices for advertisements by the year.  
Letters to the Editor must be post-paid.

[FOR THE STAR.]

Mr. Editor: Last week I gave you  
an account of some of my observations  
in the region of fancy; according to  
promise you shall now have some more.  
Let it be understood, that I do not wish  
any one to conclude, because I, *Solomon*  
*Sleepey*, saw these exhibitions of the  
human heart, that therefore they  
are actually true. Nor let any one be  
incredulous, because he cannot be  
deluded, as I have been, with an insight  
into the secret recesses of the heart.  
Morpheus is a capricious, whimsical  
being, and will not gratify the wishes  
of every presuming wight. My advice  
to every reader is, to respect his heart;  
examine impartially; and if he finds  
that his heart is a secret harbour for  
vanity, self-esteem, and complacency,  
let him be satisfied with that discovery,  
and make the best of it, without  
speculating concerning the internal  
condition of others. But, if after a full  
examination, he concludes that his heart  
would undergo the scrutiny of an om-  
niscient dreamer like myself, and be  
found clear of an inordinate degree of  
vanity, he may then consider himself  
"solitary and lone" in virtue and hu-  
mility, and lament in the infatuation of  
his fellow-creatures.

But, next I saw a most interesting  
youth—a very modest-looking, easy,  
frank, milk-and-water sort of a fel-  
low; whom no one on account of his  
harmlessness, and good nature, ever  
troubled. As he seemed to wish to oc-  
cupy a neutral, zero place in creation,  
disturbing none, and by none distur-  
bed, the world was willing to gratify his  
strange whims. But Mr. Pokeasy  
took quite a different view of the mat-  
ter; he was conscious of possessing un-  
common parts and rare merits, and  
sagely concluded that these qualities  
inspired his companions with reveren-  
tial awe—distant and silent respect.  
He considered himself a *rara avis in*  
*terris*, and determined that taciturnity  
should be one of the marks of his ge-  
nius. Clear the way! here comes the  
vapouring, pedantic, puffed-up co-  
comb, with head erect, as if buoyed  
up, like some other light bodies, by the  
elasticity of the surrounding atmos-  
phere. This youth's vanity was open  
and manifest to every one. The pal-  
pable contempt with which he was treat-  
ed, he considered the result of a vile  
and malicious envy of his great mer-  
its. Said he, *Aut Caesar, aut nihil*,  
with an air of majesty and unquestion-  
able importance. Already I am lea-  
red by some, envied by others—this is  
the fate, *lamentabile dicta*, of all true  
greatness:—

"'Tis an easy leap for me  
To pluck bright honor from the pale-faced  
Moon."

After being palled with such ebulli-  
tions of vanity, I was introduced into  
a school-room. This was a painfully  
interesting spectacle. I saw that nothing  
was taught in the school, but the  
common English branches, and a little  
Latin. Yet the pedagogue was sitting  
with an air of magisterial dignity, and  
imagined himself perfectly skilled in  
every branch of science and literature.  
He looked with peculiar interest on the  
group of wretches around him, and  
thought that in each of them he was  
laying the foundation for future great-  
ness. I lingered for some time in this  
temple of science, and during my stay  
had ample evidence of the pedagogical  
qualifications of this master of the  
orch. An inquisitive little wag of a  
scholar, thinking he ought to have a  
reason for every thing, demanded an  
explanation of the Grammar rule, "Ac-  
tive verbs govern the objective case."  
The man of science replied, "Govern  
means to rule, to lead, that is, to go be-  
fore—for example, 'John sits on the  
bench,' here *sit* is an active verb, and  
*John*, that is, *goes before* the objec-  
tive branch." Very few of the frat-  
ernities can give such philosophical reasons  
for things thought he. Another in-  
quisitive fellow wanted to know why  
the "Single Rule of Three" was so  
called. "Because," he replied, "in  
times, that was the only rule in the  
arithmetical; therefore, by us modern  
mathematicians, it is called one, or  
single rule. I am ready on any sub-  
ject, thought he.

After this a plain rustic farmer was  
brought before me,—he held all the  
string of the schools in utter con-  
tempt—mother wit, thought he, is the  
best after all—and "I have as much  
of it as any one—with all their book-  
learning; I have as much sense as any  
them"—having before me such wretches  
as these, I soon left the wise-acre to  
his self importance.  
I was then honored with an insight  
into the minds of some of the fair; and

here I rejoice to exhibit something love-  
ly in human character. I had always  
entertained the highest opinion of the  
character of females. With my idea  
of woman, I had always associated  
meekness, humility, and quietness of  
spirit, and an unconsciousness of pos-  
sessing any of these qualities. I was  
delighted when I found no reason to  
change this opinion, and even if I had  
my chivalrous disposition would have  
prevented my communicating it to the  
world. My attention was first attract-  
ed to a married lady, who had six or  
seven children. I saw she was the  
*Ne plus ultra* of a good wife, but she  
did not. I discovered plainly that she  
possessed the largest fund of interest-  
ing conversation of any mother in  
christendom; but she was not aware of  
it. I saw that she had the best eating  
for example, sour-crust, odoriferous  
butter &c., but she did not think so.—  
She had the most interesting and  
promising children. Genius was  
stamped on the countenance of each of  
them; but she thought they were all  
fools—but enough, she was perfect—  
and so were all the rest.

## SOLOMON SLEEPEY.

### REPORT

Of the President of the Raleigh and Gaston  
Rail Road Company, at its annual meeting  
in 1855.

In submitting to the Stockholders  
the following Report of their proceed-  
ings since the last Annual Meeting,  
the President and Directors deem it  
not amiss, briefly to advert to the state  
of affairs and the condition of the work  
at that time.—It will be seen on refer-  
ence to the Report then made, that the  
Road had been located as far as Tar  
River, and the greater part placed un-  
der contract. From the severity of the  
winter, but little work had then  
been done. As soon, however, as the  
Spring opened, the work was vigor-  
ously prosecuted, and we have the  
satisfaction of stating that, with a single  
exception, the contractors have to-  
wards far complied with their engage-  
ments. The grading of 48 miles of  
the Road is now completed, with the  
exception of a few hundred yards, and  
the work executed in a manner highly  
creditable to the contractors and the  
Engineers entrusted with its super-  
vision.—The soil is admirably adapted  
to the construction of a *level* Road,  
and the cuts are generally free from  
water. The banks on the first nine  
miles of the Road, from Gaston to  
Littleton, having been thrown up a  
sufficient time to become firm, it was  
thought advisable to lay down the su-  
perstructure on this section at once,  
so that it is now ready for use as soon  
as the Bridge across the Roanoke shall  
be completed. On the remaining 38  
miles, the timber has all been deliv-  
ered and dressed, ready to be laid down  
as soon as the embankment shall have  
become sufficiently settled, from ex-  
posure to the Winter's frost.

The Bridge at Gaston, which has  
just been commenced at the last meet-  
ing, is now completed within a span  
and a half, and would have been ready  
for the cars on the first of January,  
but for our disappointment in receiving  
timber which had been contracted for  
and procured on the lower Roanoke; but  
owing to the low water in the River,  
and the difficulty in obtaining means  
of transportation, it could not be  
brought up in time; notwithstanding  
every effort to do so. This difficulty  
is now removed, and the Bridge will  
be speedily completed. The iron  
which was ordered, has all arrived,  
and is ready to be laid; and we see no  
reason why the whole 48 miles should  
not be ready for transportation by the  
first of June, though experience has  
made us somewhat cautious in giving  
any pledges to the public on this sub-  
ject.

On the Road between Roanoke and  
Tar River, there are five Depots, viz:  
—at Littleton; at Brown's, five miles  
north of Warrenton; at Lambin's, op-  
posite Warrenton; at Twitty's and at  
Henderson, about three miles south of  
the Chalk Levels; all of which, with  
the water stations and woodhouses are  
nearly finished.

The Land damages have, with one  
or two exceptions, been liquidated in  
the counties of Warren and Gran-  
ville; but in Halifax, though pro-  
ceedings have been instituted, the diffi-  
culty of procuring suitable Commission-  
ers to act, has, as yet, prevented their  
being adjusted. This has been increas-  
ed by the omission in our Charter to  
provide compensation for the services of  
the Commissioners. We hope, however,  
they will soon be settled, and those  
who, for the purpose of enhanc-  
ing their damages, have pretended  
such hostility to this work, will then  
cease their opposition. In Franklin  
and Wake, steps will be taken at the  
ensuing Courts, to condemn the lands  
of those with whom we cannot effect  
compromise.

The line from Tar River to Raleigh  
has been located.—After crossing the  
River below Chavis' Ford, it runs by  
Presley Person's, near Winston &  
Kearney's Store, crosses Cedar Creek  
and the two boundaries, runs through  
Wake Forest, along by the Baptist In-  
stitute and Alston's Store, crosses  
Neuse River, Near Wm. B. Dana's,

thence by Robert Jeffreys', crosses Crab  
tree about 250 yards below Jones'  
Bridge, thence crossing the Stage Road  
at the Pigeon House, it enters Raleigh  
in the rear of Thomas P. Devaux's,  
and terminates at Halifax Street, in the  
ravine between Mr. Devaux's and the  
Eagle Hotel. For a more particular  
and minute description of this location,  
we beg to refer to the detailed Report  
of the Chief Engineer, which accom-  
panies this. Believing that the inter-  
ests of the Stockholders would be greatly  
promoted by the speedy completion of  
the Road to Raleigh, and finding that  
contracts could be made on more  
favorable terms at that time than any  
subsequent period, immediately on  
the completion of the grading on the  
first division, it was determined to go  
on with the work. The whole line to  
Raleigh is now under contract, and  
the contractors have commenced op-  
erations. This course will, we hope,  
meet the unanimous approbation of the  
Stockholders.

It was never contemplated or expect-  
ed by any one, acquainted with the  
work, that the sum originally sub-  
scribed would be sufficient to complete  
this undertaking; and it is now evi-  
dent, that the whole Capital of one  
million will be insufficient for that  
purpose. It will be necessary, there-  
fore, for the Stockholders, at the pres-  
ent meeting, to adopt some measure  
for the increase of the Capital, to en-  
able us to comply with our contracts.

As the scheme would be incomplete,  
were we now to stop short, and the  
value of the Stock be thereby materi-  
ally affected, we cannot doubt that  
they will adopt any practicable plan  
which can be devised for raising the  
means of carrying on the work. To  
effect this, three modes have suggested  
themselves. By the terms of our  
Charter, the original subscribers are  
first entitled to take the residue of  
Stock unsubscribed. The first plan  
then would be, to offer to apportion the  
remaining Stock among the present  
solvent Stockholders, according to the  
amount already held by them. This  
would, in some instances, operate  
unjustly and oppressively, as many may  
have made as large investments in the  
first instance as their means would  
enable them to do besides, we think  
this could only be done by the unani-  
mous vote and consent of the Stock-  
holders, and it is on that account fur-  
ther objectionable, as it would be dif-  
ficult, if not impracticable, to obtain  
this. To comply, however, with the  
provisions of our Charter, the offer can  
be made to the respective Stock-  
holders, who can then accept or reject  
it at their option.

The next and most obvious plan, is  
to re-open Books of Subscription for  
filling up the amount unsubscribed.—  
Had the condition of the country con-  
tinued as prosperous and flourishing,  
and the facilities for obtaining mon-  
ey as great, as at the commencement  
of this work, we might calculate  
with certainty upon the success of this  
measure, and that the same anxiety to  
possess our stock, which character-  
ized our first movements, would be  
again manifested; for nothing has oc-  
curred to diminish our confidence in  
the ultimate success of the undertak-  
ing. But owing to the sudden and un-  
fortunate revulsion which has taken  
place in the pecuniary affairs of the  
country, (from causes unnecessary to  
be here alluded to.) Stocks of every  
description have undergone a very  
considerable decline; and, from the  
difficulty of procuring money, are no  
longer sought for with the same avid-  
ity as formerly. Our largest capital-  
ists find it inconvenient to meet their  
existing engagements, and those hav-  
ing the command of money have so  
many opportunities of making invest-  
ments affording immediate and exor-  
bitant profits, that but few can be  
found to take Stock in incorporated  
Companies, however flattering their  
prospects may be. From these causes  
we apprehend here may be some  
difficulty in obtaining subscriptions  
for the whole remaining Stock. This  
can, however, be attempted, and in  
the event of its not succeeding, it is  
then recommended to the Stockholders  
to vest the Board of Directors with  
authority to make a convertible loan  
or loans, to the amount of the resid-  
ue of the Capital Stock, and to pledge  
the property of the Company for the  
payment thereof. This plan, if sanc-  
tioned by the Stockholders, is believed  
to be more practicable than either of  
the others; for, while the scarcity of  
money is so great in the United States,  
it appears to be abundant in England,  
and Capitalists there are seeking in-  
vestments far less profitable than this  
would be. As soon as confidence in  
American credit shall be restored,  
which we are pleased to say is daily  
increasing, and a sufficient portion of  
our Road shall be in operation to afford  
a guaranty for the loan and the pay-  
ment of its interest, we have every as-  
surance that it can be effected there,  
if not in this country, and we are con-  
firmed in this belief by our knowledge  
of the fact, that several Rail Road  
Companies in the United States have  
already negotiated loans in England to  
a considerable amount, none of them  
giving better security than we can of-

fer. We would, therefore, recom-  
mend that the President and Directors  
be instructed, in the first place, to re-  
ceive additional subscriptions for stock  
to an amount, not exceeding in all one  
million of dollars; and, in the event of  
the whole not being subscribed, that  
they be authorized to negotiate loans  
convertible, or otherwise, as they may  
think proper, for such sum as may be  
required to increase the whole capital  
of the Company to one million of dol-  
lars; and, for that purpose, that they  
be empowered to employ suitable Ag-  
ents. The interest of the Stock-  
holders, regarding them merely as such,  
the benefit to the country and the whole  
success of the work demand its exten-  
sion, and we are therefore satisfied  
that the Stockholders will adopt any  
means in their power to effect this.

A line of Coaches commenced run-  
ning between Gaston and Fayetteville  
during the last Spring, and, although  
the change of times has caused a con-  
siderable reduction in the number of  
travellers, it has received a fair pro-  
portion of public patronage. From the  
experience gained from this, we are  
satisfied that the want of facilities is  
the only obstacle to the diversion of  
the greater part of the southern travel  
along this route. These will be great-  
ly increased by the completion of our  
Road to Raleigh, and if two good lines  
of Coaches shall then be established,  
the one to Columbia and Augusta, and  
the other Westwardly to Salisbury,  
there to connect with the Tennessee  
and Piedmont lines, we have little  
doubt that the principal part of the  
Southern and Western travel will find  
its way to this Road. It may not be  
irrelevant or improper here, to draw a  
comparison between the present travel  
west routes from the South and South-  
west to Baltimore, showing the differ-  
ence in the distance by them respect-  
ively. Taking Mill-Edgeville, Geo.  
as the starting point, the distance from  
that place to Baltimore, by the Pied-  
mont, the most direct route, is 692  
miles—the whole of which journey, as  
far as Potomac Creek, is performed in  
Coaches. The distance from Mil-  
ledgeville, via Augusta, Columbia,  
Fayetteville, Raleigh, Petersburg,  
Richmond, Fredericksburg and Wash-  
ington City to Baltimore, is 711 miles,  
or only 19 miles farther than the other.  
Of this, upon the completion of our  
Road to Raleigh, there will be 235  
miles of Rail Road, which will save  
more than counterbalance the increas-  
ed distance; and even those, choosing  
to travel on the Piedmont line, by  
diverging at Salisbury, (a distance of  
about 120 miles from Raleigh) may in-  
tersect our Road here, when they will  
have a continuous line of Rail Road,  
with an increase of only 37 miles in  
distance. The distance by the third  
route, via Charleston, Wilmington,  
Halifax, Portsmouth, &c. to Baltimore,  
is 862 miles, being 170 miles greater  
than by the Piedmont or nearest, and  
131 miles than by the Road via Ra-  
leigh. Should the contemplated scheme  
of connecting Raleigh with Columbia  
and Augusta, by Rail Road, be carried  
into effect, in which we are satisfied  
must be done, in the course of a few years,  
it will place this route beyond competi-  
tion, and the Stock of our Road must  
become as valuable as any in the Union.

In prosecution of this, and pursuant  
to the authority given by the Stock-  
holders at their last meeting, a Recon-  
noissance of the route from Raleigh to  
Columbia was made by the Chief En-  
gineer of this Company, whose highly  
satisfactory Report shows that a very  
favorable route may be obtained.—  
Books of subscription for stock in the  
Raleigh and Columbia Road were o-  
pened during the past year, and a large  
amount subscribed—the greater part in  
the city of Raleigh—but not sufficient  
to secure the Charter. As we still re-  
gard the construction of this Road of  
vital importance to the success of our  
work, it is thought proper to bring it  
again before the Stockholders that  
such measures may be adopted by them  
as they may deem advisable.

Whenever the Road shall be com-  
menced, we are assured that the Leg-  
islature of South Carolina will, with  
their accustomed liberality and spirit  
of enterprise, incorporate a Company  
for the future extension of the Road  
to Columbia; and we learn, that the  
Charleston and Cincinnati Road has  
been located with a view to that con-  
nexion. We are still of opinion that  
the route originally contemplated  
through the counties of Chatham,  
Moore and Richmond, is the proper  
direction for this Road, both as re-  
gards the directness of the communi-  
cation, for the accommodation of the  
Northern and Southern travel, and  
the probability of its ultimate exten-  
sion Westwardly, so as to connect us  
with Salisbury and the whole Western  
section of the State; for we cannot  
yet abandon the hope, that the citi-  
zens of this fertile section of our State,  
cut-off as they are from all facilities  
of transportation to market for their  
various and valuable products, will  
ere long, find it to their interest to  
unite with us in accomplishing this  
object, so desirable to themselves, and  
leading so manifestly to the improve-  
ment of the internal condition of our  
State, and the development of its

vast resources. Ours appears to us  
now, the only feasible scheme; and  
although, heretofore, disappointed in  
our expectation of interesting them  
in our project, we are still disposed to  
extend to them the hand of good  
fellowship, and will most cheerfully  
unite in procuring for them at least  
one good outlet for their produce.—  
This we shall be enabled to do, by  
diverging at Haywood, or some other  
suitable point in the county of Cha-  
lam, extending thence Westwardly,  
along the borders of Randolph and  
Guilford, to the Yalkin, whence, if  
desirable, it can be continued so as to  
intersect the Charleston and Cincin-  
nati Road at some favorable point  
within the State.

Since the last Annual Meeting, the  
heavy expenditures incident to a work  
of this magnitude, and the rapidity of  
its progress, have compelled us to call  
largely upon the Stockholders for con-  
tributions. Installments of 10 per cent.  
have been required to be paid on the  
first day of March, July, October,  
December, January, and February,  
which, together with the amount pre-  
viously paid, have produced up to the  
first of January, 1856, the sum of  
\$406,238.85.

Although the difficulties of the past  
year have caused some little delay in  
the collections, and produced some  
failures among the Stockholders, yet  
upon the whole, we believe the pay-  
ments have been generally made with  
more punctuality than to any other  
Road now progressing. To relieve  
the Stockholders, as far as possible,  
at a season when the pressure was great-  
est, a loan was made from the Bank  
of the State, to whom the Company is  
now indebted in the sum of \$70,000,  
which is to be provided for and repaid  
out of the installments now due, unless  
some other arrangement is made by  
the Stockholders.

A detailed Statement of our Re-  
ceipts and Disbursements will be  
found appended to this Report, to  
which we beg to refer.—The accounts  
and vouchers have been examined by  
the Committee appointed for that pur-  
pose, whose Report is herewith sub-  
mitted.

By order of the Board of Directors,  
GEO. W. MORDECAI, Pres.

## DEBATE IN THE SENATE.

Wednesday Jan. 31, 1856.

### SUB-TREASURY SCHEME.

MR. HUBBARD having moved  
that all previous orders be postponed  
for the purposes of taking up the bill  
imposing additional duties as de-  
positaries on certain public officers and  
for other purpose, and a brief con-  
versation having ensued, relating partly  
to the Cumberland road, and other sub-  
jects on the table, in which Mr.  
WRIGHT urged the great importance  
of the Sub-Treasury bill, and of act-  
ing upon it speedily.

MR. CLAY rose, and addressed the  
Chair as follows: Mr. President, the  
proposition of the Senator from New  
Hampshire, as I understood it, is to  
postpone all the orders of the day  
which precede that measure which is  
usually called the sub-Treasury bill,  
for the purpose of taking that bill up  
first, for myself I am ready, and always  
ready, to meet that bill when it does  
come to discharge my duty in respect  
to it as far as I can with such power and  
humble ability as I possess. But I  
have risen on the present occasion to  
make a proposition or rather to recom-  
mend to the friends of this bill them-  
selves to make one.

It has been said, and said correctly,  
by the honorable chairman of the Fi-  
nance Committee that this bill is of  
immense importance, and, sir, it is my  
deliberate opinion that there has been  
no bill, from the commencement of  
the Government, of such momentous  
magnitude, or fraught with such tre-  
mendous consequences, as this. Sir,  
I have no desire to create undue prej-  
udice against this measure, but I de-  
clare my full and solemn conviction  
that all the calamities of war with the  
most potent Power on earth would be  
less a blessing compared with the conse-  
quences of this measure. Sir, I be-  
lieve it will lead to the consolidation  
of the Government or rather the pow-  
ers of the Government in its federal  
authority, and that it will tend to de-  
stroy the power and influence of the  
States themselves. It will place at  
the feet of the Secretary of the Treas-  
ury a power equal to the combined  
power of the 800 or 900 banks dis-  
persed throughout the Union; and su-  
peradded to this, the whole power of  
the late Bank of the United States.  
All this, sir, would be the ultimate re-  
sult of this measure, if adopted; it will  
place all this power at the feet of the  
Secretary of the Treasury, who him-  
self lies at the feet of the President of  
the United States.

Entertaining these opinions of this  
measure, it is my wish not on my own  
account, nor on that of the friends  
with whom I am in the habit of act-  
ing, but for the sake of the country,  
that this measure should not now be  
taken up. I wish that we should re-  
ceive from our constituents, the States  
and the People, such instruction or ex-  
pressions of their will and opinion as  
they may chose to transmit to this city.

The Legislatures of several States are  
now deliberating on the subject, and  
some of them have adopted resolutions  
upon it which have yet not reached us.  
At Richmond we know something has  
been done. Sir, I want to hear from  
the West, from Albany, from Rich-  
mond, from all quarters of the country  
that are so deeply and vitally interest-  
ed in this measure, before we take the  
vote upon it from Harrisburg especially,  
though I trust not least we may hear  
what the Keystone State has to say on  
this subject.

Sir, I say, with surprise, that I can-  
not comprehend the recent reversal of  
the course of legislation in Congress.  
In the good old days of former times,  
what was the course of legislation?  
Then, a great measure originated  
—where? In this branch? No, sir;  
they originated with the People's  
Representatives in the other end of the  
Capitol. Measures relating to taxes,  
the public treasure, to our armies and  
navies, originated where they ought  
to originate with those who are near-  
est the People. There those great  
and important measures were matured  
and sent to the Senate. But this safe,  
republican, democratic course of legis-  
lation has been totally reversed. Sir,  
why is this? Is it the result of any  
peculiar composition of the Senate,  
making it nearer the Executive, or a  
better mirror of its views, that these  
reversed proceedings have been adopt-  
ed? But this session the Army bill  
has originated here yesterday the Land  
bill (that great Agrarian project) was  
passed here; and now we have the  
Sub-Treasury project here introduced.  
Sir, is this the proper branch of Congress  
for the origin of such vast measures?  
Why are they originated here?

But again, is it not a consideration of  
peculiar fitness, that we should hear  
from the other House before we send  
them this bill again? Last year we  
sent it, nearly as it now is, except that  
the present bill is far more objection-  
able, mischievous, and monstrous than  
it was and what became of it? Sir, it was  
unacceptable to the Representatives of  
the People. They did not chose to  
adopt this new experiment on our  
prosperity, and they laid it on the ta-  
ble where I hoped it would lie in per-  
petual and eternal repose. Why, then,  
is this measure again brought before us,  
before we hear from the other House?  
Let it be considered, and let us hear  
from the Representatives of the  
People their views on this subject.

Sir, I do not know what will be the  
fate of this measure, but I put it to  
the consideration of the honorable  
Chairman of the committee and his  
friends whether it is not more in char-  
acter for the Senate to wait for these  
instructions from legislative bodies  
and other proper and popular sources,  
in relation to this measure, rather than  
thus to hurry its passage. Sir, is it  
right this to act—to commit ourselves,  
our judgment, and our opinions to this  
measure, till these high and legislative  
authorities shall be heard from?

I shall make no motion; I have risen  
for no such purpose; but to recommend  
to the friends of the measure to wait a  
few days or weeks longer, if we hear  
from those bodies who have the subject  
under consideration.

MR. WRIGHT, in reply, went  
briefly into the history of the progress  
of this bill; again alluded to the com-  
plaints of delay which he said had been  
made by the opponents of the bill, and  
expressed his readiness to submit to  
the will of the Senate as to further  
delay. He would not now discuss  
the propriety of originating such mea-  
sure in the Senate.

The previous orders were now post-  
poned, and the bill taken up.

MR. WRIGHT then rose, and spoke  
at much length in support of the bill,  
and in explanation of its various pro-  
visions.

MR. WEBSTER having risen, gave  
way to a motion to go into Executive  
business. After which  
The Senate adjourned.

MR. CALHOUN remarked on the  
alleged object of former delay, that  
it was to have time for Senators to ex-  
amine and consider the bill, and to  
prepare substitutes and amendments,  
and said that a good deal of feeling  
was excited when it was hinted that  
the real object was to gain time. He  
was not disposed to doubt the sincer-  
ity of these reasons for delay; but  
could any Senator now take that  
ground for further postponement?

He agreed with the Senator from  
Kentucky that this bill was of the  
deepest import; it claimed the pro-  
foundest and earliest attention of this  
body; and the Senator could not have  
greater confidence in the correctness  
of his opinion than Mr. C. had in his.  
The Senator says it will greatly  
augment Executive patronage.  
MR. CLAY, I did not say so; but  
I now say it will.  
MR. CALHOUN, I shall be glad  
to meet the Senator on that question;  
for if ever there was a question about  
which I had perfect confidence, it is this.  
So far from arguing, it will dimi-  
nish, not only Executive patronage,  
but that of the Government generally,  
more than any other measure. I will  
not discuss that question now, but