

Pennsylvania Bank of the U. States, for a law so unconstitutional could not fail to be rebuked by the first judicial tribunal before which a prosecution is instituted under it. It is an attempt, by act of Congress, to alter, or super-add to, the terms of a charter of incorporation granted by the Legislature of one of the States, over which Congress has no right of jurisdiction. It cannot be denied that Congress would have the same right to imprison and fine the Directors and officers of any other Bank in the State of Pennsylvania, as those of the United States Bank in that State; and not the Directors and officers of all Banks only, but of any and all other Corporations created within the State of Pennsylvania or within any other State, upon any pretence that may be raised against them. The bill proposes in fact a palpable usurpation of authority by Congress to supervise and control the legislation of the States in matters over which Congress has no sort of jurisdiction.

Some latitudinarian Federalists may be found, indeed, to argue that Congress has exclusive jurisdiction of the subject of paper currency within the States, and therefore has a right to pass such a law as this. It is too late in the day, however, for this discovery. The right of the several States to establish Banks, and prescribe the terms and conditions of their existence, which has been exercised without dispute from the foundation of the Government, could not now be effectively questioned by Congress without inducing a revolution in the Government.

Nat. Int.

From the N. Y. E. Star.

THE TRIUMPH OF STEAM. FIFTEEN DAYS FROM ENGLAND.

Scarcely had the multitude which thronged the Battery yesterday to gaze at the *Sirius* steam ship as she rode at anchor, been gratified at the noble sight, and exchanged congratulations on the stirring event, when the shouts of the spectators announced the appearance of the *GREAT WESTERN*, as that splendid ship, of a Frigate's dimensions, came dashing up the bay, filled with small craft and steam boats, rounded the Castle and passed up the East River in fine style. It was supposed in England that the *Great Western* would have got in before the *Sirius*, at all events she was close on her heels. There was great disappointment on finding that the *Great Western* did not anchor off the Battery, but proceeded to the dock at the foot of Pike street.

The question yesterday though the city was "will it pay?" This is no doubt an experiment founded on the well known temper and disposition of the American people—they are ever on the "go-ahead" principle, and never will take twenty days to accomplish a voyage if it can be done safely in ten days, and would risk their necks in a balloon if time and space could thereby be overcome. What, therefore, would have subjected the Captain to a sentence of death as a witch in the days of Cotton Mather, or to the penalty of smoking a dozen pipes for his temerity in the time of Governor Stuyvesant, will be pronounced an epoch in the annals of our country, and great rejoicings will be had on the occasion. For passengers, light goods, such as silks, laces, jewelry, watches, &c. these steam ships may pay well, as the voyage is short, and the coal consumed procured in England at a cheap rate; but our packet ships must carry the freight, and will come in for a fair share of the passengers. At all events enterprise must carry the day—improvements are in daily development, and we are shooting ahead of the age.

By the *Great Western*, we have received regular files from our attentive correspondent Mr. Wilmer; and take this occasion to recommend our Paris and other Correspondents to transmit their communications in future through these channels.

We perceive by the London papers that the Bank of England will not send as much money to this country as originally contemplated, owing to the rates of Exchange. Jealousy and ill-will towards Mr. Biddle seem to have governed the movements of the Bank, which, no doubt, were seconded by some American brokers, whose commissions have been somewhat abridged by the agency of Mr. Jaudon. It will all come right in a short time, and the Bank of England will see the urgency and necessity of cultivating a close and friendly understanding with the American financier in preference to sustaining the ill-will of a few small dealers on change.

There is a considerable deficiency in the English revenue for the last quarter. The cause is easily explained. It is the same in this country. By the steam conveyance, we have news from Trieste in Austria to the 27th of March.

The British Government has issued a long despatch in relation to the North-eastern Boundary. It proposes to unite the state of Maine with the Government in running the boundary line.

The Coronation of the Queen is to take place on Tuesday, the 26 day of June. At a levee held last Friday night, her Majesty was dressed as follows:

A train of pink and silver Irish tabinet, lined with a rich silver embroid-

ered border; dress of silver tissue; the body and sleeves splendidly ornamented with diamonds and blonze; the skirt tastefully trimmed with sprigs of pink anricelas and agraffas of diamonds, Head dress feathers, diamonds, and lappets. Her Majesty wore the insignia of the Order of the Garter.

SPAIN.—The Carlists have laid siege to Portugalette on the Spanish side of the Pyrenees.

Liverpool Cotton Market, April 5.—Notwithstanding a very dull demand holders of cotton evinced no great anxiety to press sales; consequently, our last quotations remain undisturbed. The entire transactions amount to 2,500 bags, viz: 120 Egyptian, 9d a 10 3-4d; 300 Surat, 4 a 5d; 100 Bahia, 8d; 150 Maranham, 5 1/2 a 9d; 1,830 American, 5 3-4 a 8 1-4d; making 2,500 bales.

Cotton.—The markets here and at Liverpool are very dull. By the advices received to day from the United States to the 10th ult, it appears there had been shipped from America up to the 8th ult, not less than 605,000 bales. The accounts which had arrived out from Liverpool had imparted much animation to the market at New York, as at the period when the latest dates had reached the port the cotton trade was very active at Liverpool.

From the Pennsylvania Sentinel.

A PARABLE, OR ALLEGORY.

"Men should be taught as though you taught them not." Nothing exemplified the wisdom of some of the great teachers of christianity, more strikingly than the manner in which they conveyed wholesome truths and pointed rebukes, under the guise of parables. The parable of the ewe lamb, in which Nathan censured David for the murder of Uriah, and the parables of our Saviour, are striking instances of this wisdom. Our own Franklin had a happy faculty of conveying truth into unwilling ears by this means, and it would be well for the country that this mode of addressing the understandings of the people were more in vogue at this day. The following allegory is one of the best we have met with in a long time: it first appeared in the New London, (Conn.) Gazette, and was written for the latitude of that State, but it will answer as well for any other. Sailors will understand it,—land lubbers' may not.

AN OLD SEA CAPTAIN'S YARN.

On the corner of a pleasant green in a quite village in Connecticut stood a respectable looking Tavern, one room of which was rented to a small club of news-readers, who were wont to assemble for the purpose of learning and discussing the affairs of the village and nation. Distinguished among this little society, was captain Andrew Merryweather, a retired ship-master of the old school. He had spent the early part of his life in the East India trade, and had risen in that service by his good conduct to the command of a fine ship. When a boy he was a general favorite with his shipmates who gave him the appellation of "Jack Merry" by which name he was known, until as mate he changed his cognomen to "Mr. Merryweather." He was an accomplished seaman and by devoting those hours to studying his profession which all have at their command in long voyages, he became a scientific navigator. He was remarkable for his knowledge of the pulley, and by his combination of different blocks always had his ship worked more easily than any other, which made him a great favorite with sailors. From this peculiarity, some wag who belonged to his crew, after he became master, christened him "Sir Andrew Allblocks" by which characteristic title he was long known in the China fleet. Having retired with a well earned competence to his native village, he became an inveterate news reader, and, soon as the notes of the distant horn announced the approaching mail, his weather-beaten, though steadily and gentlemanly form, was seen wending its way across the village green to his accustomed seat in the Reading Room.

Here on one occasion lately after looking over the papers with evident signs of impatience; they being all alike filled with accounts of Bank failures, commercial distress, financial experiments, &c. he tossed from him "the Globe" in a pet, and having placed his tortoise shell spectacles in a curious otter skin pouch, drew his chair toward mine and told me if I had leisure to hear it, he would spin me a yarn. As I had often listened with delight to his sea stories in telling which, though a gentleman, he always adopted nautical language, I expressed my satisfaction and he spun as follows: "Once when I was before the mast I made a voyage in the old Union; you will recollect that she was a fine ship of the first class and though fitted for trade in which she had been very successful, yet was fully armed and had once or twice made successful cruises as a man of war. She was divided into many shares and each individual of the crew had an interest in the voyage. She had just arrived from a successful voyage, and the old captain had left her, but I knew most of the officers, who were perfect seamen and several of them entirely competent to command her, so that I felt no anxiety or that account."

Now you will understand that she was a joint stock concern; we had all hands a voice in choosing the captain; there were several talked of, one of these a capital seaman, had been one

of the mates in former voyages; his name was Harry Kay; he was at this time a captain of the starboard watch" and was a fine intrepid fellow, frank and honorable, and a true sailor, every inch of him; he would have been made skipper long before but for the dirty and malicious slanders of a set of lubbers who envied him his good name, and charged him with crimes of which he was incapable.

There was another officer on board by the name of Webber, who would have made an excellent commander; he was from down east—first shipped in a lumberman, afterward moved up to Cape Cod and followed the fishing and finally shipped in the Union many years ago. He was in "her when" she was a man-of-war and had served in her ever since. He could handle a marlin spike or a quadrant, strap a block, or measure a distance; take a reef or a lunar, and was as well acquainted with every timber head in the old Union as the carpenter who built her. He knew just her trim and rate of sailing, how much sail she could carry and how to set it. I always thought that if he had not been a down easter he would have been made skipper years ago; but now-a-days a man that has belonged to a Codfisherman seldom gets above it, though Jack Adams did.

There were many clever seamen on board who knew their duty and were willing to do it, but I should spin out my yarn too long if I described them all to you. I knew that several of them were talked of for Captain; and as I knew them all to be competent seamen and navigators, I did not trouble myself much about the matter until I heard it whispered about among my shipmates that they talked of voting for old Andrews the marine officer. This man had been captain of a militia company and had done good service in the Indian wars for which he was made Captain of marines; but knew no more about seamanship than the cook's mate. He was first set up by the ship boys merely as a matter of fun, and every time they saw his cocked hat upon deck they would set up a huzza. At first I laughed with the rest, supposing it to be all a joke, having no idea that there was a man in the ship who would vote for the old soldier, or that he would wish to be placed in a situation for which he was entirely unfit, but it proved to be a very serious joke as you will see—Our crew like all large ones was composed of seamen and landsmen, and though there were many first rate men among them, still, there were many who were mere live lumber and yet their votes counted us much as the best. Many were foreigners just shipped who did not know one rope from another; these for the most part joined in the huzza for Andrews, until, when the vote came to be taken, to my astonishment it was announced that he was to be Captain for the cruiser, and was to be obeyed and respected accordingly. My eyes! how the old sailors laughed when first they saw the cocked hat and spurs walking the quarter deck under a long red feather, but it soon proved no laughing matter.

When Capt. Andrews came into command he brought with him a chief mate by the name of Martin who puzzled us all, he had been a good deal at sea and was thought by many to be an excellent sea man; that was my own opinion, and as I knew that he would live aft, and be able to exercise a good deal of influence over the Captain, I felt great confidence that all would go well, I was at least in hopes that he would prevail on the old gentleman to "let well enough alone" a maxim which if better observed would prevent many accidents at sea and on shore. But there again I was out of my reckoning. We had scarcely got to sea before the captain commenced a regular turn out of all the officers, who as I told you were generally safe men, and in place of them with few exceptions, he put in a scaly set of fellows as the crew afforded. The cook was made sailing Master, the cook's mate, a quarter master, in short there was hardly a deck walloper or tobloty boy on board but had an office; and the most experienced officers in the ship were turned forward. I then began to think it was all day with us.

Dan Webber, Harry Kay and others said all they could to prevent this, and boldly told the skipper that if he went ahead this fashion we should soon have the Devil to pay, but it was of no use. The chief mate kept dark, he pretended to do all he could for the good of the voyage but most of us believed him to be at the bottom of the deviltry. You may well suppose that things soon got to be helter-skelter fore and aft; the ships duty which used to go on like clock work, was either neglected or done wrong, and instead of attending to it, all hands were at loggerheads, trying to get an office or keep such as they had. I knew if bad weather should come on, it would be a cold scald for us and tried to persuade the crew to listen to the warnings of their true friends, but it did no good, for the captain had taken a parcel of loafers aft to live with him, and although they were not officers and in a well regulated ship would have been kicked out of the cabin, they were his principal advisers, and were employed to go about among the crew and prevent their complaining. It was a pity to see a fine ship in such hands and many of us would have given our last shirt to have seen her safe in port a

gain, but bad as things were they soon became worse. The weather which had been usually fine from the time we sailed, now began to look dirty, and a head swell denoted foul weather. At this juncture to our astonishment we were ordered to take in the maintop-sail, unbend it and stow it away. We supposed of course that another would be put in place of it, but soon found that no such thing was designed. In vain Webber and others told the captain that the sail was a good one and altogether the most useful sail on the ship, tending more to keep her steady in foul weather than all the other sails together—that it would be better to take in some of the light kites, or if he thought the top-sail too large reef it, or even double reef it, but entreated that it might stand, or be replaced by a new one.—A large part of the crew joined in this request, but in vain; the captain said the topsail was worn out, and finally, getting mad worse, and d—d all top-sails and the men who invented them, insisting at the same time that studding sails were the only sails a ship wanted in any weather. So the top-sail was taken in and as the ship yawed about for the want of it, studding-sails were set wherever there was room to rig out a boom, and she soon had a devil of a press of canvas on her. The old skipper stood on the quarter deck calling upon all hands to see how beautifully the ship went through the water under studding sails, and the mate and all lubbers off hats and huzzad to see how she skimmed it. All the seamen on board were alarmed, for though the ship was going through the water like a wild horse, they knew that as the weather grew rough if she should chance to "broach to" there would be a terrible crash among the studding-sail booms and many a good seaman would get his head broke by them who had done his utmost to prevent the danger.

As the sea increased the good ship reeled like a drunken man, lurching unswale to, while the booms, yielding to the press of the gale were springing like coach whips. At this time, if the light sails had been taken in and the maintop-sails set, she would have ridden the gale like a duck; but instead of this to our horror and amazement, as the ship rolled deeper, the ballast was ordered to be hoisted from the hold where alone it could be of any service, and placed at the mast head, where it could only increase the danger of our situation and most probably carry away the masts, or capsize the ship, and this was done under the pretence of keeping her steady! As the Captain gave this preposterous order the mate and all the loafers, instead of attempting to dissuade him from such monstrous folly, only shouted, huzza, huzza, huzza, and to his glory. Before the consequences of his fatal measure could be seen, it struck eight bells, and the captain's watch being out, he left the deck and Martain had charge of the ship. We now hoped that although he had encouraged the old gentleman in his folly, to serve his own ends, yet as he was now in command, he would consult the safety of all hands, as well as his own reputation, by rescinding this mischievous order. The people got together forward and sent aft to entreat, that as they were part owners of the ship—and their lives and property were at stake, he would take measures to save them from total shipwreck; but though the gale was each moment increasing—and though the sea made a "clean beach" over the decks, staving casks and damaging cargo—though the studding sail booms were snapping and the sails flying to ribbands, he refused. At length the ship "broached to"—her remaining sails took "hard aback," and the gallant ship Union, which might, under snug sail and good management have been careering like a gull on the "top of the wave"—"heeled over" on her "beam ends" and lay "a wreck in the trough of the sea."

At this moment the village clock struck one, which being the captain's dinner hour he seized his cane and departed, but I having become interested in the narrative caught him by a button and begged to know how the unlucky ship got out of the scrape.

Why she has not got out of it said the captain—she is there now, and unless all hands muster on the first Monday of April for a long and strong pull, to "right her up" "clear the wreck" and get snug sail upon her, she never will get out of it."

The Whig National Convention.—We learn by the Washington correspondence of the Boston Atlas, that the Whig Members of Congress have agreed upon the first Monday in June, 1839, as the time to hold the Convention proposed, and the place is to be Harrisburg, (Penn.)

This subject excited great interest, and gave rise to very lively discussions. The first question was, whether the convention should be held in the year 1839 or the year 1840. It was presently agreed that 1839 should be the year.

The question then arose, what month in 1839 should be selected. One party, including the Kentucky members and some others, were in favor of February; another party including the New York members, and such of the Pennsylvania as attended, were very strenuous for November, in order to bring the convention after the

conclusion of the autumn election. The first Monday in June, was fixed upon as a middle term, and was finally carried.

It was understood, however, that if any thing should occur making a postponement desirable, at the next session of Congress, the Whig members should have the power to agree upon such postponement. It is understood that Tennessee will send no delegates to the convention, the Whigs of that State having taken such grounds against the convention that nominated Van Buren, as to make it hardly proper for them to participate in a similar assembly. North Carolina, it is also said, will send none. Such is the opinion now, though what changes may take place before the expiration of a year is not easy to say.—Balt. Chron.

CONGRESSIONAL.

In the Senate, on Thursday, the 19th April, the joint resolution for the adjournment of Congress on the first Monday in June, coming up on its third reading it was on motion of Mr. Grundy, postponed until Monday week.

Some time was spent in discussing the bill to prohibit the issuing and circulation of the notes of the late Banks of the United States. The bill was modified so as to confine the penalty more explicitly to directors, trustees, agents, and other officers, and the agents of the trustees of the late Bank of the United States, as before designed to be provided for in the bill, and was then laid over.

In the House, the resolution for divorcing the Government from the public press, and the bill making appropriations for the Seminole war, were on the tapis, but nothing definite, of general importance, was transacted.

On Friday, April 20, the Senate resumed the consideration of the bill to prevent the reissue and circulation of the bills, notes and other securities of corporations created by Congress which have expired, and, after a debate, in which it was supported by Messrs. Wall, Clay, of Alabama, Grundy, Rives, Buchanan, Calhoun and Brown, and opposed by Messrs. Preston, White and Prentiss, it was ordered to be engrossed for a third reading—ayes 27, noes 14.

The Senate adjourned over to Monday.

In the House, the bill making appropriations for the continuation of the Cumberland road, in the States of Ohio, Indiana, and Illinois, passed its final reading 96 to 80.

In the House of Representatives, Saturday, April 21.—After Mr. Garland concluded his remarks on Mr. Hopkins' motion, in relation to the public printing, the House went into consideration of private orders, at the conclusion of which, Mr. Toucey introduced the Report of the Duelling Committee. The following extract is from the Globe of Saturday night.

THE REPORT OF THE DUEL-LING COMMITTEE.

This important report was brought into the House late this evening. A question arose on the proposition to print it, and the House adjourned without deciding. In relation to Mr. Graves, the recommendation is in the following words:

"The committee, therefore, viewing the breach of the rights and privileges of the House, on the part of Mr. Graves, to have been an offence of this high character, against the vital principles of a deliberative assembly and of representative Government, feel constrained, by a sense of duty, to present to the House a resolution that he be expelled therefrom."

With regard to the seconds, the committee declare they deserve the censure of the House.

In conclusion, the report says:

"The committee entertain no doubt that James Watson Webb has been guilty of a breach of the privileges of the House; but they also concur unanimously in the opinion, that if there be any real ground to believe that a conspiracy to assassinate actually existed, as set forth in that atrocious paper drawn up by him, signed by Daniel Jackson and Wm. H. Morell, sworn to by the latter, and published in the N. York Courier and Enquirer, he left to the chastisement of the courts of law and of public opinion, and that the House will consult its own dignity and the public interests by bestowing upon him no further notice."

On Monday, April 23, the Senate took up, on its third reading, the bill to prohibit the issuing and circulation of the notes of the late Bank of the U. S. which was passed by the following vote:

YEAS—Messrs: Allen, Benton, Brown, Buchanan, Calhoun, Clay, of Alabama, Cuthbert, Fulton, Grundy, Hubbard, Linn, Lumpkin, Lyon, Morris, Niles, Norvell, Pierce, Rives, Roane, Robinson, Ruggles, Smith, of Connecticut, Trotter, Williams, Wright Young—27.

NAYS—Messrs: Clay, of Kentucky, Clayton, Crittenden, Davis, King, Merrick, Nicholas, Prentiss, Preston, Smith, of Ind., Spence, Swift, White—13.

In the House of Representatives, says the correspondent of the Baltimore Chronicle a very warm debate came up to day upon the printing to the world the *ex parte* report of the committee upon the duel, concluding as it does, with a resolution affecting the rights of three members of the House and their constituents, viz: being no less than the expulsion of one, and the censure of the others.

The objection to publishing this party *pabulum* for political excitement, was based upon the grounds that the committee having no right to proceed as they did, so the House would act unjustly and unconstitutionally, by sending to the world evidence so illegally and improperly obtained.

Many able speeches were made going to this point, by Northerners and Southerners.—Meuser, Thompson,

Fillmore, Legar, Sibley, Rice, Garland and others, exposed this abominable and abhorrent attempt to forestall the opinions of the House and the country upon this case. Mr. Wise protested, for one against the right of the House to enquire into any part of his conduct out of the House. The debate was warmly kept up on both sides all day—the immediate question being the printing of the report, and the two weeks postponement in order to spread the poison prejudice against parties implicated, for personal and political effect.

Mr. Adams exposed the absurdity of acting, in the House, upon so preposterous a proposition as that "rumor" furnished proper ground of action by committees; ending with a resolution to expel a member. He laid open, as with the spear of Ithuriel, the monstrous iniquity of such a proposition. He showed that the committee had far transcended the powers given them by the House. They and those who sustain them say that this resolution was but the natural consequence of the powers given by the House; that, if a member were named in the original resolution, it was so notorious that members were implicated in the enquiry, it was proper to proceed, as they had done, against such motions. This position of Messrs. Fairfield's, Turney's, Duncan's and other such persons) Mr. Adams refuted in the most masterly and decisive manner. He showed that the resolution of Mr. Fairfield, instituting this enquiry, could never have passed this House, had such a tendency been apparent, as intended by the mover. He drew from precedent authority, and personal recollection, much valuable information as to practice, bearing directly upon the case, and attracted the attention of the white house, who gathered around him, and hung upon the words that fell, pregnant with forceful conviction, from his lips.

He moved to recommit the report, with instructions to strike out the resolution, and those parts of the report which are argumentative upon the subject of the persons concerned and implicated in it. Members of the House, he contended, ought not to be forced to lie under the prejudice of this report, a fortnight nor even a single day.

In the Senate, on Tuesday, April 24, the resolution introduced by Mr. Preston, on the 4th January last, in favor of the annexation of Texas to the U. S. States was taken up; when Mr. Preston rose and addressed the Senate about two hours in support of the resolution. When he had concluded, no other member rising, the resolution was, at the instance of Mr. P. for the present ordered to lie on the table in consequence of the indisposition and absence of Mr. Walker, who, it was understood, desired to speak on it.

In the House, Mr. Howard, on leave, made a statement in reference to the report of his remarks of last evening on the subject of the President's message on the outrage upon the steamer *Columbia*. He had not said that negotiations were pending in relation to that affair, for such was the fact, but that the more delay there was, the more time would be afforded to the Mexican Government to make explanations.

The motion of Mr. Toucey, to postpone for two weeks and to print the reports of the select committee upon the subject of the late duel, being under consideration, (and having precedence, as a privileged question,) came up in order; and was further discussed by several gentlemen.

In the Senate on the 25th, the report in favor of Mr. Ruggles was adapted without debate or dissent. In the House, nothing important took place.

The Resources of North Carolina.

We were shown, on Monday last, a beautiful specimen of Copper Ore, mingled with Gold from the works of the Deep River Gold Mining Company, in Guilford county, N. C. We learn that nearly 100 Tons of this Ore have passed through this place on the way to Liverpool.

A Lead Mine recently discovered in Davidson county, N. C. and owned by Roswell King and others, is now worked to some extent, and with most extraordinary results. We are informed, from an unquestionable source, that three labourers have obtained two tons a day of the Ore, which yields 88 per cent. of pure Lead! Upwards of 100 Tons have been thrown out, and the vein is 40 feet wide.

The Iron Works of Burton & Fulenwider, in Lincoln, have been sold, as will be seen by a paragraph from the *Sailsbury Watchman*, for \$110,000, to an English company, who contemplate working them much more extensively than heretofore. We understand that wherever this Iron has been used, it has been pronounced infinitely superior to any imported.

Abounding with Iron, Lead, Coal, Copper, Gold, and Water powers having every variety of soil and climate;—what is to prevent North Carolina from rivaling, and even surpassing, her sisters in the career of prosperity? Nothing is wanted but enterprise among her citizens; and that, we are happy to believe, will not always be wanting. We rejoice to learn that a lively spirit is manifesting itself in the West, on the subject of our great Rail Road scheme, which must become of immense importance to that section as its riches become developed. A gen-