

...it was recalled by the union of the...
...the visits were not confined to the night, but frequently occurred while several persons were in the same room. They were repeated at intervals during the winter but he was able to get rid of them by moving or sitting in an erect position. Though well, his pulse was hard, and generally from 90 to 100.

A is a person of good education and literary habits. I have not the slightest doubt of his veracity. He never supposed the appearance of a phenomenon other than illusions. He has always had a propensity towards the supernatural, without any belief in it, and he ascribes these effects of imagination to the perusal of the "Tales of wonder" and other ghost stories when a boy. He will not allow me to lay before the society an account of his head, as connected with this statement, as he would not like to be called a dealer in the "marvellous." I may, however, say, that idealism is large and the reflective faculties very good.—*Ed. Phrenological Journal.*

"PASSAGE AT ARMS."

Between the two South Carolina Senators, on the Treasury Note Bill.

Mr. CALHOUN said that his colleague had made an objection against the constitutionality of this bill, which he deemed it proper to notice. He said, in substance, that the bill is unconstitutional, and that he is opposed to its passage. He said, in substance, that the bill is unconstitutional, and that he is opposed to its passage. He said, in substance, that the bill is unconstitutional, and that he is opposed to its passage.

But he would not pursue the argument. He would bring it to a short and decisive issue with his colleague. His colleague is the strenuous advocate of the joint resolution of 1816, which authorizes the issue of public dues in the form of bank paper, and he is paying the same in the form of bank paper. He said, in substance, that the bill is unconstitutional, and that he is opposed to its passage.

But, most conclusively, the resolution denied to Congress the power of issuing bills of credit, but placed no limit upon its receiving in public dues whatever might seem best. To this masterly and conclusive retort, Mr. Calhoun made no response.

...intended to authorize the raising of supplies with interest, and not without it; and yet, by Luther Martin's report of the proceedings of the Convention, it appears that that body, after much and warm discussion, denied to Congress the power to issue bills of credit, and granted the power to borrow money; for a very obvious reason—the borrowing of money does not make money; the issuing of bills of credit is making money, is creating a circulation, which is the avowed object of this bill. My colleague denies that these are bills of credit. Judge Marshall defines a bill of credit to be paper issued on the faith of the Government, intended for circulation. No one can dispute the correctness of this definition, or that these Treasury notes are expressly within its terms. My colleague states that these notes are but means of anticipating the revenue. This is the sole purpose of all bills of credit, of all loans, of all national debts.

But my colleague states, with an air of triumph, that I am in favor of the resolution of 1816, which authorizes receipt of bank notes, and which is equal to the endorsement of such notes by the Government, and thinks this is inconsistent with my views in regard to Treasury notes. If this be so, then my colleague, in objecting to the resolution of 1816, acts inconsistently with his approbation of these Treasury notes. He says, he says, are the same thing, and he says, he says, are the same thing, and he says, he says, are the same thing.

But there is, Mr. President, a most essential difference, both in fact and theory. By the resolution of 1816 the Government does not endorse, actually or virtually, the notes of specie banks. It receives them itself, as long as a note is a check for specie; but it does not guarantee them in the hands of the holders, if the banks fail, which is the only conceivable meaning of endorsement. If there were either an actual or virtual endorsement, the Government would at this moment be liable for all the bank paper in the United States.

Again: by receiving bank notes, the Government does not create a currency, but uses one which it finds in existence, and that no longer than it is necessary to specie.

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IMPORTANT OFFICIAL PAPERS.

The following Message from the President of the United States was communicated to the House of Representatives on Wednesday last: To the House of Representatives of the United States:

I transmit, in compliance with a resolution of the House of Representatives of the 11th instant, reports from the Secretaries of State, Treasury, and War, with the documents referred to by them respectively. It will be seen that the outrages committed on the Steamboat Sir Robert Peel, under the British flag within the waters of the United States, and on the steamboat Telegraph, under the American flag at Brockville, in Upper Canada, have not been followed by any demand, by either Government on the other, for redress. These acts have been, so far, treated on each side as criminal offences committed within the jurisdiction of tribunals competent to inquire into the facts, and to punish the persons concerned in them. Investigations have been made, some of individuals inculpated have been arrested, and prosecutions are in progress, the result of which cannot be doubted. The excited state of public feeling on the borders of Canada, on both sides of the line, has occasioned the most painful anxiety of this Government. Every effort has been, and will be, made to prevent the success of the design apparently formed, and in the course of execution, by Canadians who have found a refuge within our territory, aided by a few reckless persons of our own country, to involve the nation in a war with a neighboring and friendly Power. Such a design cannot succeed while the two Governments appreciate and confidently rely upon the good faith of each other in the performance of their respective duties. With a fixed determination to use all the means in my power to put a speedy and satisfactory termination to these border troubles, I have the most confident assurances of the cordial co-operation of the British authorities at home and in the North American possessions, in the

...accomplishment of a purpose so sincerely and earnestly desired by the Government and People both of the United States and Great Britain.

M. VAN BUREN.

Washington, June 20, 1838.

A number of Documents accompanied this Message, the contents of which may be generally inferred from the Message itself. The following report from the Secretary of War, however, is of sufficient consequence to be separated from the rest for publication: Department of War, June 19, 1838.

Sir: In relation to so much of the resolution of the House of Representatives of the 11th instant, as has, by your direction, been referred to this Department, I have the honor to state that, on the receipt of intelligence of the destruction of the British steamer Sir Robert Peel, orders were immediately issued to the commanding officer at Fort Niagara, to detach a portion of his force to Sackett's Harbor; and, shortly after, the disposable recruits at New York and Fort Monroe were ordered; part to strengthen that post, part to Plattsburg, and part to Swanton, on the Vermont frontier; at the same time, measures were taken to employ a steamer, to be manned with a competent military force, for police purposes, on each of the lakes Erie and Ontario.

The Department, having subsequently received information, communicated by the Governor of the State of New York, that the disbursers of public order had taken refuge on a portion of the Thousand Islands, situated within the jurisdiction of the United States, where they were collecting arms and munitions of war, engaged in fitting out hostile expeditions against Canada, Major Gen. Macomb was despatched to Sackett's Harbor, to take the command of the forces on the Northern frontier, with instructions to take prompt and vigorous measures to maintain our treaty stipulations, and to execute the laws of the United States, and especially to lose no time in directing operations against the lawless men who, for the avowed purpose of committing depredations upon the territory of a friendly Power, have stationed themselves on the islands in the St. Lawrence. The General has been since advised to station a guard of regulars at each of the ferries of the river, and at each port of entry on the lakes, in order to protect the persons and property of the subjects of Her Britannic Majesty from any further outrage; and there is reason to believe, from the character and well-earned reputation of that officer, that he will carry these instructions into effect to the extent the limited force under his command will permit, with promptness and energy.

With regard to "the concentration and movements of foreign troops on the Northern and Northeastern frontiers of the United States," the Department is informed that the regular troops of Her Britannic Majesty have, as yet, been stationed along the frontier, as is believed to be the intention; that service appearing still to be performed by the volunteers and militia of Upper and Lower Canada—a force estimated, by competent judges, at about twenty-five thousand men. The regulars now in the Canadas are ten regiments of the line of six hundred and fifty men each; to be carried up to fifteen regiments; two battalions of guards, eight hundred and fifty men each; two regiments of cavalry, each of three hundred men. In New Brunswick and Nova Scotia, the regular force consists of five regiments of the line of six hundred and fifty men each. It is presumed that the usual proportion of artillery in these colonies, and in the Canadas, making an aggregate regular force of between fifteen and sixteen thousand men.

Very respectfully your most obed't serv't,
J. R. POINSETT.

To the President of the U. S.

P. S. The accompanying extracts of letters received from his excellency the Governor of New York contain such information as has been received by this Department on the subject of the recent disturbances on the Northern frontier.

Office of the Wilmington Advertiser, June 18, 1838.

Heart-rending Catastrophe! Loss of the Steam Packet PULASKI, with a Crew of 37, and 150 or 160 passengers.

On Thursday the 14th instant, the Steamer Pulaski, Capt. Dubois, left Charleston for Baltimore with about 150 passengers, of whom about 50 were ladies.

At about 11 o'clock on the same night, while off the North Carolina coast, say 50 miles from land, weather moderate and night dark—the starboard boiler exploded and the vessel was lost, with all the passengers and crew except those whose names are enumerated among the saved in the list to be found below.

We have gathered the following facts from the 1st mate, Mr. Hibbert, who had charge of the boat at the time. Mr. Hibbert states that at 10 o'clock at night he was called to the command of the boat, and that he was pacing the promenade deck in front of the steering-house. That he found himself shortly after upon the main deck, lying between the mast and side of the boat. That upon the return of consciousness, he had a confused idea of having heard an explosion, something like that of gunpowder, immediately before he discovered himself in his then situation.

He was induced, therefore, to rise and walk aft, where he discovered that the boat midships was blown entirely to pieces; that the head of the starboard boiler was blown out, and the top torn open—that the timbers and plank on the starboard side were forced assunder, and that the boat took in water whenever she rolled in that direction. He became immediately aware of the horrors of their situation, and the danger of letting the passengers know that the boat was sinking, before lowering the small boats. He proceeded therefore to do this. Upon dropping the boat, he was asked his object, and he replied that it was to pass around the Steamer to ascertain her condition. Before doing this, however, he took in a couple of men. He ordered the other boats to be lowered and two were shortly put into the water, but they leaked so much in consequence of their long exposure to the sun, that one of them sunk after a fruitless attempt to bail her.

He had in the interim taken several from the water until the number made ten. In the other boat about there were eleven. While they were making a fruitless attempt to bail the small boat, the Pulaski went down with a dreadful crash—in about 45 minutes after the explosion. Both boats now insisted upon Mr. Hibbert's directing their course to the shore, but he resisted their remonstrances, replying that he would not abandon the spot until day light. At about 3 o'clock in the morning, they started in the midst of the wailing of the hopeless beings, who were floating around in every direction, upon pieces of the wreck, to seek land which was about 50 miles distant. After pulling about 13 hours, the persons in both boats became tired and insisted that Mr. Hibbert should land; this he opposed, thinking it safest to proceed along the coast and to enter some one of its numerous inlets, but he was at length forced to yield to the general desire, and to attempt a landing upon the beach, a little east of Stump Inlet. He advised Mr. Cooper, of Ga. who had command of the other boat, and a couple of ladies, with two children under his charge, to wait until his boat had first landed, as he apprehended much danger in the attempt, & should they succeed, they might assist him and the ladies and children. There were eleven persons in the mate's boat, (having taken two black women from Mr. Cooper's.) Of these, two passengers, one of the crew, and the two negro women were drowned, and six gained the shore. After waiting for a signal, which he received from the mate, Mr. Cooper and his companions landed in about three hours after the first boat, in safety. They then proceeded a short distance across Stump Sound, to Mr. Redd's, of Onslow county, where they remained from Friday evening until Sunday morning, and then started for Wilmington. The mate and passengers reached here this morning (18th June) about 9 o'clock.

Persons who left Charleston.

An old gentleman from Buffalo, N. Y., and recently from Pennsylvania. A young man, name unknown. Precilla, a colored woman. Jenny, a colored woman, Ste...

LATER AND QUATIFYING INTELLIGENCE.

From the Fayetteville Observer Extra, June 21. By the Wilmington mail, just arrived, we have the great gratification of learning, from our attentive correspondent, and by a slip from the Wilmington Advertiser office, that 43 more of the passengers and crew of the unfortunate Pulaski, have been saved, making 39 in all.

A part of the wreck, to which 23 persons clung after the boat went to pieces, was fallen in with on Tuesday morning, at 8 o'clock, by the schr. Henry Cameron, and the exhausted sufferers taken off, after having been in that situation four days and five nights, without food or water, and exposed to the broiling sun, with no other covering than their night clothes. These persons having informed the Capt. of the H. C. that they had seen another part of the wreck early that morning, he bore down in the direction designated, and in about an hour fell in with and rescued seven persons, among them two ladies. The H. C. then bore away for Wilmington, where she arrived the same afternoon.

The unfortunate beings thus rescued from the jaws of death, were so reduced that they had to be carried ashore in the arms of the crew. These dwellings, with noble and characteristic hospitality, were thrown open for their reception. The following are their names:

A. Lovejoy, Camden Co., Geo. Maj. Heath, Baltimore. Maj. Twigg and son, Richmond Co., Ga. Mr. Greenwood, Augusta, Ga. Mr. O'Gregory, do. Mrs. Noah Smith, do. Miss Rebecca Lamar, do. Charles Lamar, Savannah. Robert Seabrook, Edisto Island, S. C. Master T. & W. Whaley, (2) do, do. Mr. R. Hutchinson, Savannah. Mr. A. Hamilton, Augusta, Ga. Capt. Pearson, Baltimore. Mr. Edings, Edisto Island, S. C. Mr. C. Ward of Savannah. Chicken, 1st Engineer. E. Joseph, New York. C. W. Clifton, Canton, Mississippi. D. Walker and nephew Thomas Downing, Charleston. Warren Freeman, Macon, Ga. Mr. Burns, N. York. John Cape, Bremen, Baltimore. —fireman.

Patrick and Bill, deck hands. Rhyah, a negro woman. A negro woman belonging to Mr. Stewart. In addition to these, 13 others, among them Mr. Lamar, of Savannah, have floated ashore near New Inlet. Of these the names have not been ascertained, except Mr. Lamar and the following: Samuel Breyler, Talbot county, Md. Owen Gallagher. All are said to be likely to live.

We regret not to find the name of Judge Cameron in the above list, though he may be among those not arrived in Wilmington from the New Inlet, for whom carriages were yesterday despatched from Wilmington. Seven persons died on one of the pieces of the wreck the day before they were fallen in with, among them the Rev. Mr. Waart, of the Episcopal Church, and lady. To such extremities had the sufferers been reduced, that the day of their deliverance had been fixed on as the fatal day to select by lot a victim to appease the cravings of hunger.

The hinder part of the stern, after the boat parted, contained 50 or 60 persons, mostly women and children. The persons saved saw this go down. Of course all were lost. Some of the persons rescued charge the accident as the result of gross negligence—the blow-rock had been left open, and the boilers emptied and hot, the frightened Engineer suddenly filled them with water, and the explosion was the immediate result.

The Wilmington Advertiser of the 22nd instant, furnishes the following additional particulars: The facts are given correctly by Mr. Hibbert, as published in our Extra of the 18th, except the statement of the sinking. This was not the case, but the boat parted into three pieces.

In the breaking up, the whole boat went under water, but upon the separation of the keel from the upper part of the boat, the bow and stern emerged again. Very shortly after the emergence of the stern was depressed beneath the water, and the hinder portion elevated into the air; upon the highest portion of which were from 50 to 60 persons; more than two thirds of whom were ladies and children. This continued within the view of those passengers upon the bow of the boat, (from whom this statement is made,) about one hour, after it entirely disappeared. The keel after its separation came to the surface bottom upwards, when it floated in immediate contact with the bow for a half hour when it was seen no more. There was no one upon this fragment.

We will now proceed to speak of the bow and the fate of those whom it contained. Upon this portion of the wreck there were originally 18. All immediately proceeded to lighten their fragment, by throwing into the sea every thing not necessary to secure salvation, which gave it greater buoyancy. On Friday about 12 o'clock, while floating upon the ocean, two sails were seen in a N. Easterly and the other in a S. Westerly direction, about 5 or 6 miles distant. On Saturday morning, early, a portion of the wreck was discovered, about 5 miles distant; with a small sail and a flag flying, this remnant made a

...those upon the... they attached... their fellow... whose number... and abandoned their raft.

The 23 then proceeded to erect a jury mast, upon which a square sail was hoisted—the wind continuing to blow from the S. E. (in which quarter it had been ever since the wreck,) they were blown towards land, which became visible about 4 o'clock P. M. At sunset quite a strip of land was seen, and trees discovered. The night was passed without any material change, and on Sunday morning upon the occasional lifting of fog, land was quite apparent, about three or four miles off, which they continued to approach until they got within a half mile. The wind which had been gradually coming round settled down to N. E. about 11 o'clock, and blew the wreck along the coast, about the same distance from land during the day. The wind gradually increased in violence, and the rain poured down during the whole of Sunday, until 5 o'clock, when it became calm and the rain ceased. On that night the wind came out from the N. W. On Monday it was clear and quite calm. At 12 that day the wind blew a light breeze from the S. W.

About 4 o'clock four vessels passed within three miles steering East. On Tuesday morning about sunrise the Schr. Henry Cameron, Captain Davis, was seen about 5 miles off in an Easterly direction. She continued to near until within 3 miles when the exhausted sufferers were discovered, she then immediately squared sails and bore down to the wreck, which she spoke about half past 8 o'clock A. M. She then passed by, and anchored within a short distance. Capt. Davis lowered his boats immediately and succeeded in transferring the whole of the sufferers to his vessel, where every proper comfort, at his command, was humanely furnished these unfortunate beings. Intelligence was given by these that they had seen another portion of the wreck during the whole of the preceding day, and early that morning. The Capt. immediately bore down in the direction designated (easterly) and in about an hour came up to it; from this he had the gratification of rescuing Mrs. Noah Smith and Miss Rebecca Lamar, Mrs. Lamar, two gentlemen and two negro women, in an exhausted and worn out condition. This work of humanity being finished, Capt. Davis bore away immediately for Wilmington, where he arrived about seven o'clock on Tuesday, P. M. To attempt to describe the feelings of these 30 persons towards their preserver, Capt. Davis—the sympathy of the crowd assembled at the landing—or the mingled emotions of those companions who had been separated, or in safety, though in a degree adequate.

P. S. Since writing the above we have received the following additional intelligence: 13 more saved, among them Mr. Lamar. They reached shore near New River Inlet. Mr. Lamar and several others came to shore on a boat; the others on fragments of the wreck. Five are said to be near town, 12 miles. All are said to be likely to live. We can only add that 59 souls in all have escaped a watery grave, of whom 52 have already arrived in this community, all of whom it is hoped and believed will be again restored to their anxious friends.

The Steam Boat North Carolina went on Wednesday to sea, in search of those wrecked in the Pulaski. Upon arriving at the New Inlet we ascertained that one or more pilot boats had already gone upon the same mission. Which off the Frying Pan Shoals discovered a brig and schooner standing in, ran down to them, and ascertained the brig to be the Hibernia, Captain Saunders, from Gloucester Mass.—Capt. Saunders informed us that he had passed that morning two parts of the wreck of a Steam Boat, one of which he recognized to be the stern—that he passed sufficiently near to see distinctly that no person was on them. The Captain of the schooner states that she passed several parts of the wreck, but saw no person on any of them.

From these facts it is hoped the sufferers were removed from the wreck by some steam boat or vessel, as several had passed in the direction the wreck had drifted a day or two previous. Pilot boats are still at sea, and it is expected they fell in with the parts of the wreck about 9 or 10 o'clock this morning. Persons who went on the search in the North Carolina: JAMES CASSIDY, G. R. ERENCH, T. W. BROWN, R. SIMPSON.

AWFUL CATASTROPHE. BURNING OF THE STEAMER WASHINGTON ON LAKE ERIE AND FIFTY LIVES LOST!

By the Buffalo Advertiser of Saturday evening, we learn that the steamer North America had just come in bringing the dreadful intelligence of the destruction that morning about 3 o'clock, of the new and elegant steamer Washington by fire off Silver Creek. The Washington had the fore part of the night passed the North America while the latter lay at Erie, and was not again seen by the North America, till within three miles of Buffalo, when a glare of light being seen towards Silver Creek by the helmsman, the boat was immediately put back.