NEW-YORK DAILY TRIBUNE.

BY GREELEY & McELRATH. OFFICE, TRIBUNE BUILDINGS. PRICE TWO CENTS.

VOL. VIII. No. 237. NEW-YORK, FRIDAY MORNING, JANUARY 12 1849. WHOLE No. 2417.

NEW-YORK TRIBUNE.

THE NEW-YORK DAILY TRIBUNE IS PUBLISHED EVERY MORNING (SUNDAYS EXCEPTED), At The Tribune Buildings, corner of Spruce and Nassau streets, opposite the City Hall, and delivered to City Subscribers for 12 1-2 Cents per week; or, when they prefer, they can pay in advance at the Desk for six months or a year at the same rate. Single copies Two Cents. Mail subscribers Five Dollars per annum, in advance. Subscriptions taken for six months, for three months $1 50. Three Dollars in advance required in all cases. Dealers with Country Newspapers, Daily papers received at the office of publication. Country Newspapers, when ordered by Mail, are sent at the same terms. Advertisements inserted in this paper appear both in the Morning and Evening Editions.

THE SEMI-WEEKLY TRIBUNE is published every Wednesday and Saturday morning. Price $3 per annum. Two copies for $5.

NEW-YORK WEEKLY TRIBUNE, A VERY LARGE PAPER FOR THE COUNTRY, is published every Saturday Morning at the low price of $2 per annum, in advance. Five copies for $8, or twenty copies for $25, and the paper in no case continued beyond the time for which it is paid.

GREELEY & McELRATH, Publishers.

NEW-YORK TRIBUNE.

☞ We are indebted to Hon. Jesse M. Boyce for a copy of the Report of the Committee on Military Affairs, of which he is Chairman. We are also under obligation to Hon. Davis Fulmer for a copy of his Speech on the Tariff.

The Gold Excitement.

HO! FOR CALIFORNIA!

The rage for speculation and adventure, which has been everywhere aroused by the exciting dispatches from California, exceeds anything of the kind ever witnessed in this country. It almost equals in general and pervading interest, the mania for speculation in the South Sea scheme, which was started in Paris more than a century ago.—Fortunately for the subjects of this Gold Fever, their prospects are rather more substantial and tangible than were the promises of the latter speculation, and all those who commence their labors in California with industry and prudence may be sure of reasonable success. The last advices from San Francisco will decide the hundreds who are now hesitating, and increase still more the vast tide of emigration, setting from all quarters toward the Pacific Coast.

A gentleman who has just returned from an extended tour through the West informs us that the excitement in that region is even stronger than here, and that an immense number are preparing to emigrate in the Spring. There is scarcely a village that will not send out its representatives, and during the coming Summer the passes of the Rocky Mountains and the Sierra de los Mimbres will be threaded by giant caravans, on their way to the new Cipango, whose wonders exceed that which dazzled the mind of Columbus.

Among those who have already gone, are many gentlemen well known to the public, and many who have left comfortable and lucrative situations here, in the hope of more speedy enrichment. From this port have gone, or are about leaving, a number of publishers, editors, artists and officials, among whom we may mention R. Berford, publisher; Jonas Winchester, do.; three sons of Robert Emmet; S. S. Osgood, the artist; Caleb Lyon of Lyonsdale; Mr. John Short, who has for some years superintended the newspaper department of the Post Office; Sam Ward, formerly of the house of Prime, Ward & King, who goes out to establish a financial house; Mr. Gabasha, of the Sub-Treasury Department; Messrs. Livingston, Le Roy, Schermerhorn, Beekman, Ray, Jones, and a number of other young men, from the first families in our City, who sailed in the *Christoval Colon*; Messrs. J. H. Giles and J. Gray from the *Tribune* Office, beside many from other cities, who transfer to a new region the intelligence and enterprise which would have rendered them distinguished at home.

From our own City quite a number of these expeditions have already sailed, though the majority of the larger undertakings have not yet got under way. The *Christoval Colon* cleared a few days since, and on Saturday the ships *Albany* (formerly a Havre packet,) and *Massachusetts*, and the brigs *Henrice* and *David Henshaw*, some of which are for Chagres, and the remainder *via* Cape Horn for California.....The bark *Josephine* left on Wednesday morning, with 30 passengers for San Francisco, mostly young men of the 7th Ward, who possess the vessel and cargo....The ship *Toronto*, Capt. CANE, is to sail on Saturday morning, the 13th, with 100 passengers and a large freight. She will touch at Valparaiso and Callao.....The *Albany* carried out 66 passengers. There are now upwards of 10 ships, nearly as many barks, and 6 or 8 brigs and schooners advertised to sail from this port between this and the 1st of next month....The barks *Cretou*, Soullard, and *Isabel*, Burgess, cleared yesterday for San Francisco.

In this State, there is an almost universal movement, some idea of which will be gathered from the following:

At Utica, one of the most extensive organizations has been formed, under the title of 'The Utica Mining Company.' The Board of Directors are Spencer Kellogg, Heman Ferry, Jesse Thompson, James Rockwell and Geo. Westcott; the capital stock $30,000, in shares of $100 each. A Constitution and By-Laws have been drafted for the government of the Association, many of the provisions of which are excellent.—Prominent among the by-laws are those declaring that no ardent spirits, no gambling, and no labor on the Sabbath shall be allowed, on penalty of forfeiture of all the earnings of the individual convicted, and of a liability to expulsion from the Association by a majority vote of the miners.

At Buffalo, the 'California Overland Association' sets out on the 20th inst—to embark at New-York for Vera Cruz, and proceed thence by way of the City of Mexico to San Blas or Mazatlan. The total cost for the three hundred composing the party, is estimated at $27,675—or an *individual* cost of $92 25.

At Hudson, (Columbia Co.) thirty young men have got together, purchased the brig Orbit, of 180 tons; each member put $500 cash into the fund, making a total of $15,000—of which $7,200 was paid for the vessel, and the balance laid out in stores for a two-years' voyage and such articles of traffic as are supposed to be most in demand. The *Orbit* probably sailed, as intended, a day or two since.

In *Otsego*, a company has been formed, the members of which receive three-fourths of the profits, if any, accruing from the enterprise.

The schooner *Iowa* sailed about a week ago from Sag Harbor, L. I. taking a small Stock Company to the Mining District.

In the State of MASSACHUSETTS, the 'Fever' seems to have had an extraordinary effect:

At *Boston*, the bark *Maria* cleared on the 9th for San Francisco, with a large assorted cargo and 22 passengers, among whom was a son of Hon. John Davis, of Worcester. The *Maria* had on board, among other articles, a *house*, painted and in complete order for immediate erection on her arrival out....The brig *Forest* also cleared, same day, with 45 passengers, mostly mechanics. This vessel had a library on board, partly furnished by her owner, and the remainder by the American Home Missionary Society....The *Edward Everett*, the departure of which on Tuesday has been previously noticed, carried out 150 passengers....The bark *Oxford* was to have sailed on the 10th, for the Gold Region, being the second vessel started by one firm. The *Oxford* carries 50 passengers—young men from all the callings in life, lawyers, doctors, merchants, mechanics and farmers, about twenty of whom are from the first families in Lowell....The brig *Almeda* has been purchased in Boston, by a company of 25 active young men, under the name of "The Bay State and California Trading Company;" each member pays $600, and the capital is $15,000....The *Post* says the ship *Capitol*, also to go from the City of Notions, has a highly respectable delegation, and will touch at Rio Janeiro and Valparaiso for fresh water and provisions, to insure the health of her passengers.....The ship *Leonora*, and brigs *Attila* and *Redolph* have been purchased by different companies to proceed to California. The Attila belongs to a Plymouth company....We find in the *Boston Post* alone, advertisements of *three* barks, *eleven* ships, *four* brigs and one schooner, in addition to those already mentioned, up for passengers and freight, and to sail before the 25th inst.!

At *Gloucester*, the schooner *Loo-Choo* of 90 tons, has been purchased for $4,600, to load immediately for California.....A number of enterprising young men of the same place, masters of vessels employed in the Georges Bank Fisheries, having purchased the schooner *Paragon*, are now fitting her out. The Paragon will be commanded by Capt. HALEY, a man well acquainted on that coast, having recently returned from a three years' cruise in the Pacific..

At *Salem*, the 'Naumkeag Mutual Trading Company' has been organized, and number about 200, mostly young men of spirit and enterprise.

A joint stock company is also organizing in *Nantucket*, to proceed to California—shares fixed at $400.....The ship *Aurora* has already cleared from this port, with 17 passengers, and a cargo consisting principally of buildings framed ready to be put up, lumber, naval stores, provisions and sperm candles. She takes out no intoxicating liquors. The crew receive one dollar a month apiece for the voyage out, with liberty to leave the ship on her arrival at San Francisco. Eleven of her passengers belong to Nantucket, five to Fall River, and one to New-York.

The 'Nantucket and California Company' have held a meeting, at which it was decided to leave by the 1st of March. They also agreed to fix the shares at $400 each, and to continue to admit applicants into the company, until their number shall be increased to 40, beyond which it was not deemed expedient to go.... The brig *Oceanus*, of Plymouth, has been purchased for a voyage to California.....The brig *Rodolph*, purchased for same destination, is of 123 tons. $3,500 was paid for her, and about $1,500 will be laid out to fit her for the voyage.

From the neighborhood of *Springfield* (Mass.) a company of 30 or 50 is forming. The route they intend to take is a new one—viz: to sail up the Rio Grande about 500 miles, to Paso del Norte, and strike across the country on foot, a distance of 8 or 900 miles.

In *New-London* the schooners *Mary Taylor* and and *Velasco* are fitting out for California by joint stock companies. The schooners *Heroine* and *Mount Vernon* are also advertised to sail from the same port. The ship *Mentor* from the same port has a large number of cabin passengers, and a full freight engaged.

The ship *Prescott* and a schooner of 200 tons are up for California at Mystic, Conn.

The *Hartford Times* says the 'Union Company' have purchased the packet *Henry Lee*, to sail on the 20th. Farmers, blacksmiths, machinists, carpenters, wheelwrights, merchants, printers, physicians, a clergyman, with men of other professions, compose the Company.

The 'New-England Pioneer,' a company of 12 respectable young gentlemen, left *Hartford*, on the 8th inst. for California, by the way of Vera Cruz and the City of Mexico. The company go armed with proper defensive weapons, and take with them a tent. The company is commanded by Capt. Paul, late of the Massachusetts Volunteers.

At *Newport*, R. I. a whaling ship has been purchased by another Gold Company.

A California expedition is organizing in New-Brunswick. Capt. Brewer, an experienced sailor, is to command the ship. Fifty shares of $600 each are to be sold. Half of these have been subscribed, and there is a fair prospect that the rest soon will be. A committee, on which appears the name of J. D. Hagar, are getting subscribers.

Another company, known as the 'New-Jersey Mining and Trading Company,' are to go overland. They will leave the Western frontier about the middle of February, and travel by the Southern route, via Arkansas, &c. The company will send about $15,000 worth of goods, and the machinery of a saw-mill round Cape Horn. Their number is limited to 12.

The ship *Gray Eagle* was to sail on Thursday from Philadelphia for California, carrying out forty passengers and a heavy freight list.

The brig *Oniota* sails also from Philadelphia direct for San Francisco. The Oniota takes out the little steamer Islander, to run on some of the waters of the golden regions.

The *Baltimore Patriot* speaks of a clipper craft which is to sail shortly from that port—the pilot-boat *Eclipse*, of 85 tons, to go through the straits of Magellan. The same paper declares that Maryland will go ahead of them all.

The new clipper-ship *Greyhound*, of 536 tons burden, under the command of Capt. Claypool, cleared at the Baltimore Custom-House on Tuesday the 9th, for California. Her cargo consists of a great variety of articles, shipped by 84 different persons, and is valued at nearly $100,000. The manifests are 30 feet in length. The Greyhound also carries out 39 passengers.

At CHARLESTON (S. C.) the ship *Othello* is announced to sail on the 20th for San Francisco.

In ILLINOIS, a company is preparing to set out from Chicago—but have prudently dispatched one of their number in advance, to examine and make report as to the truth of the golden stories now circulating so freely all over the Union.

These Pioneers, Major J. B. Campbell and Captain Averill, accompanied by two or three other gentlemen left on the 29th ult. They go by way of Vera Cruz and the City of Mexico to San Blas. Major Campbell is an old frontier man, and understands well how to endure hardships and overcome obstacles in a new country.

A California expedition by sea is fitting out at Louisville, Ky. Already more than twenty out of fifty three shares (the whole number) have been engaged by persons who have signified their intention to embark, and the utmost expedition will be made by the Captain and his associates, to have everything in readiness by the first of April. Passengers are required to pay $250 with the privilege of taking one ton of freight and one hundred pounds of personal baggage without charge, and on their arrival in California will receive $150 for their certificate, should they determine not to return in the vessel after a sojourn of four months in the country.

At ST. LOUIS, a ship of 500 tons is in course of construction, and when finished she will be sent direct to San Francisco.

An old salt recommends to landsmen, through the *Boston Post*, to provide themselves with a supply of vinegar, lime-juice and vegetables, before they start for El Dorado, in order to ward off attacks of the Scurvy.

CITY ITEMS.

THURSDAY, January 11.

EFFECTS OF THE FROST.—Last night about 9 o'clock, a man named John Downs, was found in the rear of 40 Laurens-st. nearly frozen to death. He was taken to the station-house by officer Giltzan of the Eighth Ward, and medical assistance procured for him, but he died shortly after.

ACCIDENT.—A woman named Hannah Hopkins fell on the pavement in East Broadway, and had her leg fractured. She was taken to the office of Dr. James R. Wood, and taken care of until she could be conveyed to her residence, 127 Garrick-st.

FIRES.—Jan. 11.—This morning about 1 o'clock a fire was discovered in the second story of building 202 Greenwich-st. occupied by Ass Hull as an office.—The fire was confined to the building. Considerable damage was done to the lower part of the premises, occupied as a china and crockery store by Thomas Norman; and the adjoining house, occupied by Archer & Co. as a hat store, was much injured by water....Yesterday afternoon at 6½ o'clock, a fire broke out on the second floor of house 131 Avenue C, which was unoccupied, except the basement, on which was a liquor store. Considerable damage was done before the flames were extinguished....About 12 o'clock last night a fire broke out in the basement of 176 Canal-st. but was put out before much damage had been done.

ALARM.—The alarm of fire last night about 11 o'clock, was occasioned by the steam arising from wet paper in the printing office on the second story of the building corner of Centre and Reade sts. The firemen stretched their hose before the cause was discovered.

☞ Among the New-Year improvements we have neglected to notice that of the *True Sun*, our neighbor in law Tammanyward. It is now printed on fine paper with beautiful type, and looks much better than we had supposed it possible that Loco-Focoism could be clothed withal. Its editorials are also decidedly improved.

☞ The *Truth Teller*, edited by WILLIAM DENMAN, has started the New Year with a beautiful new dress. It was for a long time the only organ of the Naturalized Citizens. Though we have often differed from Mr. Denman, we have still believed him to be of a kind and generous disposition, and we should sincerely rejoice in his prosperity.

DESERTED INFANT.—About 8 o'clock last evening, a male child two or three weeks old, was left at the door of Mr. Albert Fisher, 38 First-av. It was well clad. As Mr. Fisher has no children he intends to keep the present until called for.

RETRIBUTIVE JUSTICE.—"It seems a striking retribution of Heaven," says the *Salem Gazette*, "that a grandson of the ill-used Empress Josephine should be called to preside over the French empire, which no doubt Napoleon should do, though he perpetrated posterity of Napoleon should do, though he perpetrated his great social crime to ensure a succession of his own."

CONGRESSIONAL PROCEEDINGS.

Correspondence of The Tribune.

SENATE.....WASHINGTON, Wednesday, Jan. 10.

Mr. KIRKPATRICK, from the Printing Committee, reported a resolution to order 5,000 copies of Colton's Map of California.

Mr. BENTON ridiculed the proposition, which was laid on the table.

The motion of Mr. UNDERWOOD to reconsider the vote laying the memorials presented by Mr. HALE and Mr. CORWIN, on the table, and to refer the one presented by himself to the Judiciary Committee, were called up for consideration. Mr. U. stating his object to be to allow opportunity for discussion, as Mr. HALE seemed to think partiality had been shown.

Mr. METCALFE said that Kentucky was about to hold a Convention, in which the question of gradual Emancipation would be considered, and it was now desirable to know if her sister States would throw obstacles in her way. His colleague had presented a memorial from a sincere friend of Emancipation, and it was important to know whether they would have aid in getting rid of their colored population—the more especially, in view of the fact that some of the States had passed laws against the admission of free negroes.

Mr. HALE thought the course of the North had been very moderate and submissive. He was constantly receiving letters wishing to know why the representatives from the North did not show a less abject spirit.

Mr. DOUGLAS thought such statements were unjust. The North heretofore had been submissive only to the spirit of the Constitution—he wished it had continued so. He thought the South should give up talking about disunion—the North should mind its own business—California be allowed to decide the Slavery question for itself—the District of Columbia retroceded to Maryland—and the whole question thus settled.

The subject was farther discussed by Messrs. UNDERWOOD, DATON, (who thought instructions to the Judiciary Committee were useless, as that Committee stands 4 Southerners to 1 Northerner,) DAVIS of Miss. and others, and finally disposed of by being indefinitely postponed on motion of Mr. DICKINSON, by 27 Ayes to 23 Noes.

The Senate then went into Executive Session.

HOUSE OF REPRESENTATIVES.

The SPEAKER announced the order of business to be the motion to re-consider the resolution introduced by Mr. GOTT of N. Y.

Mr. WENTWORTH called for the order.

Mr. BRODHEAD moved a call of the House which was ordered, and 177 members answered. The doors were closed, and the names of absentees called, and some excuse received, when

Mr. NICOLL moved to dispense with farther proceedings, which was carried by Ayes 120, Noes 62.

Mr. WENTWORTH moved to lay the motion to re-consider on the table, but allowed Mr. STUART of Mich. and Mr. LINCOLN to state amendments which they proposed to offer, if the motion to re-consider should prevail. The question was then taken, and resulted—Ayes, 79; Noes, 122.

YEAS—Messrs. Abbott, Belcher, Bingham, Blackmar, Blanchard, Calhcart, Collamer, Collins, Conger, Cranston, Crowell, Cummins, Darling, Dickey, Dickinson, Dixon, Durr, Eckert, Edwards, N. Evans, Faran, Fisher, Freedley, Fries, Giddings, Goit, Grevsley, Gregory, N. K. Hall, J. G. Hampton, Moses Hampton, Henley, Henry, E. B. Holmes, Hubbard, Hudson, Hunt, Jenkins, J. H. Johnson, Kellogg, D. P. King, Lahm, S. Lawrence, Leffler, Lynde, McClelland, McIlvaine, H. Mann, Marsh, Marvin, Morris, Mullin, Nelson, Nes, Newell, Palfrey, Peaslee, Peck, Petrie, Putnam, Robinson, Rockhill, J. Rockwell, Rose, Root, Rumsey, St. John, Sherrill, Sylvester, R. Smith, Starkweather, Strohm, W. Thompson, Thurston, Turner, Warren, Wentworth, White, Wilmot, Wilson—79.

NAYS—Messrs. Adams, Atkinson, Barringer, Barrow, Beale, Bedinger, Birdseil, Bocock, Botts, Boyd, Boyden, Brady, Bridges, Brodhead, Wm. G. Brown, Charles Brown, Albert G. Brown, Burt, Butler, Cabell, Canby, Chapman, Clapp, Franklin Clark, Beverly L. Clark, Clingman, Howell Cobb, Williamson R. W. Cobb, Cocke, Crisfield, Crozier, Daniel, Donnell, Dunn, Eckert, Evans, Featherston, Flournoy, French, Fulton, Gaines, Gayle, Gentry, Gorgin, Green, Willard P. Hall, Haralson, Harris, Haskell, Hill, Hilliard, George S. Houston, John W. Houston, Inge, C. J. Ingersoll, Irvin, Iverson, Jamieson, Andrew Johnson, G. W. Jones, John W. Jones, Kaufman, Kennon, T. B. King, LaSere, Levin, Ligon, Lincoln, Lord, Lumpkin, McClernand, McDowell, McKay, McLane, Job Mann, Meade, Miller, Morehead, Morse, Murphy, Nes, Nicoll, Outlaw, Pendleton, Peyton, Phelps, Pilsbury, Preston, Rhett, Richardson, Richey, Roman, Sawyer, Sheppard, Smart, Caleb B. Smith, Truman Smith, Stanton, Stephens, Stuart, Tallmadge, Taylor, Thomas, James Thompson, Jacob Thompson, R. W. Thompson, J. B. Thompson, R. A. Thompson, Turpin, Toombs, Van Dyke, Venable, Vinton, Wallace, Wick, Wiley, Williams, Woodward—119.

NAYS—Messrs. Abbott, Belcher, Bingham, Blackmar, Blanchard, Calhcart, Collamer, Collins, Conger, Cranston, Crowell, Cummins, Darling, Dickey, Dickinson, Dixon, Durr, Edwards, Nathan Evans, Farran, Farrelly, Fisher, Freedley, Fries, Giddings, Goit, Gorgin, Green, Willard P. Hall, Haralson, Harris, Haskell, Hill, Hilliard, George S. Houston, John W. Houston, Inge, C. J. Ingersoll, Irvin, Iverson, Jamieson, Andrew Johnson, G. W. Jones, John W. Jones, Kaufman, Kennon, T. B. King, LaSere, Levin, Ligon, Lincoln, Lord, Lumpkin, McClernand, McDowell, McKay, McLane, Job Mann, Meade, Miller, Morehead, Morse, Murphy, Nes, Nicoll, Outlaw, Pendleton, Peyton, Phelps, Pilsbury, Preston, Rhett, Richardson, Richey, Roman, Sawyer, Sheppard, Smart, Caleb B. Smith, Truman Smith, Stanton, Stephens, Stuart, Tallmadge, Taylor, Thomas, James Thompson, Jacob Thompson, R. W. Thompson, J. B. Thompson, R. A. Thompson, Turpin, Toombs, Van Dyke, Venable, Vinton, Wallace, Wick, Wiley, Williams, Woodward—119.

Mr. SMITH then offered an amendment that the Committee on the District of Columbia inquire whether any legislation is necessary, and if so, what in reference to the Slave Trade in the District of Columbia.—The Previous Question was then moved.

Mr. BOTTS moved that the Resolution be laid on the table. On which the Ayes and Noes were ordered: Ayes 94, Noes 110.

YEAS—Messrs Atkinson, Barringer, Barrow, Beale, Bedinger, Birdseil, Bocock, Botts, Boyd, Boyden, Bridges, Brodhead, William G. Brown, Charles Brown, Albert G. Brown, Burt, Cabell, Chapman, Franklin Clark, Beverly L. Clark, Clingman, Howell Cobb, Williamson, R. W. Cobb, Cocke, Crisfield, Crozier, Daniel, Donnell, Alexander Evans, Featherston, Flournoy, French, Fulton, Gaines, Gayle, Gentry, Gorgin, Green, Willard P. Hall, Haralson, Harris, Haskell, Hill, Hilliard, George S. Houston, John W. Houston, Inge, Charles J. Ingersoll, Iverson, Jamieson, Andrew Johnson, George W. Jones, John W. Jones, Kaufman, Kennon, Thomas Butler King, La Sere, Levin, Ligon, Lumpkin, McClernand, McDowell, McKay, McLane, Meade, Miller, Morehead, Morse, Murphy, Outlaw, Pendleton, Peyton, Phelps, Pilsbury, Preston, Rhett, Richardson, Roman, Sawyer, Sheppard, Simpson, Stanton, Stephens, Thomas, Jacob Thompson, John R. Thompson, Robert A. Thompson, Tompkins, Toombs, Venable, Wallace, Wiley, Williams, Woodward—94.

NAYS—Messrs. Abbott, Belcher, Bingham, Blackmar, Blanchard, Brady, Butler, Canby, Cathcart, Clapp, Collamer, Collins, Conger, Cranston, Crowell, Cummins, Darling, Dickey, Dickinson, Dixon, Doer, Dunn, Eckert, Edwards, Emmree, Nathan Evans, Farran, Farrelly, Ficklin, Fisher, Freedley, Fries, Giddings, Goit, Greeley, Gregory, Grinnell, Nathan K. Hall, Hammons, James G. Hampton, Moses Hampton, Henley, Henry, Elias B. Holmes, Hubbard, Hudson, Hunt, Irvin, Jenkins, James H. Johnson, Kellogg, D. P. King, Lahm, W. T. Lawrence, S. Lawrence, Leffler, Lincoln, Lord, Lynde, McClelland, McIlvaine, Job Mann, Horace Mann, Marsh, Marvin, Morris, Mullin, Nelson, Nes, Newell, Nicoll, Palfrey, Peaslee, Peck, Petrie, Pettit, Pollock, Putnam, Richey, Rockhill, Julius Rockwell, John A. Rockwell, Rose, Root, Rumsey, St. John, Schenck, Sherrill, Sylvester, Smart, Caleb B. Smith, Robert Smith, Truman Smith, Starkweather, Stuart, Strohm, Tallmadge, Taylor, Richard W. Thompson, William Thompson, Thurston, Tuck, Turner, Van Dyke, Vinton, Warren, Wentworth, White, Wilmot, Wilson—110.

Mr. SMITH then modified his amendment so as to instruct the Committee to report a bill to prevent the introduction of Slaves into the District for sale—and, pending this,

The House adjourned.

☞ A PAINFUL RUMOR reached here from White-Water on Thursday morning, that Mr. HENRY MYERS and Mr. L. C. LAWIN, formerly of this place, were killed by Indians near Strong's Landing, Winnebago County, on Friday last. The statement is that they started on Friday morning on a hunting expedition, and were to have returned by noon of the same day, but as late as Saturday noon they had not returned, and although search had been made, no trace of them had been discovered. Two or three hundred persons were engaged in the search, at the date of the last information from there. Some enmity is said to have existed on the part of the Indians against the young men, and this is the ground of the supposition that they have been killed. [Southport (Wis.) Tel. 29th ult.

THE SECOND

MILEAGE DEBATE IN CONGRESS.

In addition to what we have published from our own Correspondents and Reports from Congress, we condense for *The Tribune* the following from the *Washington Globe*:

The following item being under consideration, viz:

"For Compensation and Mileage of Senators, Members of the House of Representatives, and Delegates, $700,000."

Mr. EMBREE moved to amend it by adding thereto the following:

Provided, That the mileage of members of both Houses of Congress shall hereafter be estimated and charged upon the shortest mail route from their places of residence, respectively, to the City of Washington.

Mr. STEPHENS moved to amend the amendment by striking out the word "shortest" and inserting the word "usual."

Mr. GREELEY said a few words (very imperfectly heard by the reporter) in explanation of what he conceived to be the objectionable operation of the amendment of Mr. STEPHENS—illustrating that objection by reference to certain mail routes, and their length, in comparison with the shortest routes. Members from Eastern Vermont, he said, used to come to Troy, and thence down to New-York. Now they went round by the way of Boston to New-York, which was some one hundred and fifty miles farther.

Mr. STEPHENS thought that the correct principle, and that by which all the difficulties attending this subject of mileage could be removed, was, that the Member should be allowed mileage by the route over which the mail was actually carried.

Mr. GAYLE (very indistinctly heard) was understood to suggest to the gentleman who moved this amendment, [Mr. STEPHENS,] that he presumed there were many members of this House who did not come to this city over any mail route at all, to whose place of residence there was, perhaps, no mail route. What would the gentleman say of the member from Oregon? Certainly there was no mail route thither. And how would his mileage be computed, under the gentleman's amendment?

The question still being on Mr. STEPHENS's amendment to the amendment of Mr. EMBREE—

Mr. HOUSTON of Del. said he did not see the necessity for any change in the existing law. The law, as it now stood, provided that mileage should be charged upon the route usually traveled between the Capitol and the residence of the member. Now, if compensation was to be allowed for traveling expenses, undoubtedly it should be computed upon the route usually traveled by the public who had occasion to visit the Capitol, from the respective residence of members of Congress.

Mr. TUCK said he was compelled to differ from the views which had been expressed by the gentleman from Del. [Mr. HOUSTON.] This matter of the limitation of mileage of members of Congress was one to which the people had turned their attention. They saw, and members knew that it was a matter in which they (the members) were particularly and personally interested, and they were called upon by the unmistakable voice of the people of this country to correct one great evil in regard to the expenditure of the public money; they were called upon to correct an evil in a matter wherein their own pockets were concerned. What were the facts of the case? That while the facilities of travel had been greatly increased within the last twenty-five years upon most of the great routes of the country, while the time and the labor of travel had been reduced in the same proportion, the people of the country were charged much more for the expenses of Members of Congress coming to the seat of Government. When this compensation of eight dollars for every twenty miles travel had been fixed years ago, the difficulties of traveling were very great, the toil and labor of coming to the Capitol were severe, and attended with great expense; but while the facilities had increased many fold, the charge had increased proportionately.

Mr. WENTWORTH interposed, desiring (he remarked) to say just one word; and (the floor being yielded) said that the gentleman from New Hampshire had spoken about the unmistakable voice of the people in favor of the reduction of mileage. Now he (Mr. W.) had heard nothing from the people on this subject, but he could refer to the action of their representatives; and he wished to call attention to what had taken place, a few days since, when this House, by a very large majority, had repealed a measure of reform in relation to mileage, (viz: that of messengers bringing the electoral votes;) and had put the matter back where it used to be. These evidence the very reverse of what the gentleman had stated.

Mr. TUCK (resuming) said he did not consider the expressions which often came from this House as the best evidence, in many cases, of public opinion, and he would instance the excitement which had taken place in this House some days since, at the introduction of an article written by the gentleman from New-York, [Mr. GREELEY,] as a notable example wherein Representatives had expressed sentiments which were not concurred in to any extent by the people. He himself had not seen a single newspaper of the country which did not approve of the course which the gentleman from New-York had taken; and he believed there was no instance where the Editor of a paper had spoken out the genuine sentiments of the people, and made any expression of disapprobation in regard to the effort of the gentleman from N. Y. to limit this unjustifiable taxation of Mileage; for, no matter whether the taxation was made by a Committee of this House, or by the individual Members themselves, it was, in his (Mr. T.'s) opinion, an unjustifiable construction of the law, to change the mode of computing the Mileage from the old direct routes, as it was formerly computed, and tax travel upon the new, indirect and circuitous routes. Now, while they were here, from time to time, making large drafts upon the Treasury for books and publications, at the expense of the Government, to be distributed among their constituents, or to be taken to their homes for the use of themselves and neighbors, he thought, when the people had directed their attention to a system of this sort, by which over $40,000 had been annually taken from the Treasury, the Representatives of the people should pay proper attention to the voice of those who sent them here.

He was heartily in favor of adopting a proposition which should confine the mileage to the nearest mail route between the Seat of Government and the residence of each Member. Some gentlemen now came here by routes as short as the nearest mail-routes between their residences and this city, and received pay on those routes. With them, therefore, the amendment would make but little difference. But there were others who traveled two or three days on one of these circuitous routes, and who took from the Treasury hundreds of dollars for each day's ride. Was this right? If this amount was to be taken from the Public Treasury, let them have the manliness to come boldly up and take the spoils, without any equivocation, or any aid from an equivocal law. He did not, in these remarks, intend any imputation upon any Member of Congress.

Mr. SAWYER (the floor having been yielded for explanation) said, as the gentleman was objecting to the amounts of mileage paid to Members of Congress, he would like to know whether he [Mr. T.] approved of the publication made in the *New-York Tribune*, and considered it correct? If he did, he would inform the gentleman that he [Mr. T.] himself was charged with having charged a pretty considerable sum too much; and before the gentleman set himself up to rebuke others for these extra charges, he would suggest that it would be well to clear himself of the charge against him.

Mr. TUCK replied that he did not take it upon himself to rebuke any gentleman in this House; but least of all would he rebuke any member who, acting in the capacity of a member, or of a newspaper editor, had published to the country the amount of money which each Member of Congress took from the Treasury. He would ask the gentleman from Ohio if he was willing to receive from the Treasury any sum of money for any purpose whatever, and then condemn a Member for making it known?

Mr. SAWYER replied that he condemned false publications, certainly. The article was false in every particular; there were more than a hundred false statements in it, as he held himself ready to prove on the floor of this House.

Mr. TUCK said it was the first time he had heard it charged that the article contained falsehoods. The gentleman from New-York, like any other gentleman, might have made a mistake; although he (Mr. T.) was not called upon to speak for any other member, he believed if there were any mistakes in the article, the gentleman who wrote it would be most anxious to correct them.

Mr. SAWYER said ask the gentleman from New-Hampshire, then, if his own account, as set forth in that article, was correct? and if it was correct, now it was that it made him overcharge his mileage, and receive the amount overcharged?

Mr. TUCK (resuming) said the gentleman made inquiries in relation to how much he (Mr. T.) was represented as having overcharged. Now, he could not tell the gentleman positively, but if his memory served him aright, it was twelve or thirteen dollars, and he was willing either to remit it to the treasury, or to make any other disposition of it which the honorable gentleman from Ohio should see fit to suggest, provided that the gentleman would follow the example in relation to the amount of excess which he was stated to have received.

For himself, he made no complaint of the publication, though it charged him with having received 12 or $13 more than his mileage would have been, if computed upon the shortest mail route. He could not, the House could not, complain of any man for making public the exact amounts which they individually received from the Treasury, and for stating to the country the apology they had for so doing. He did not understand the gentleman from New-York as charging any member on the floor of this House with the wilful design of pillaging the United States Treasury; but he only asked Congress to correct the law as it now stands. And he repeated, he believed, among the rank-and-file of the great body of the people, there was but one opinion on this subject, there was but one voice spoken to Congress in regard to this subject, and that was, demanding a judicious and economical management of the people's money, and a correction of the existing law on Mileage. He hoped that call would not be disregarded. He hoped if it was necessary that any more indignant expressions should come from the people, that they would speak with a voice which members of Congress could not misunderstand, and which they could not disregard. They called upon Congress to legislate so as to do away with the abuses which existed relative to the Mileage of members, and also to do away with the Franking privilege; and he trusted there would be found a sufficient number of gentlemen upon this floor, and upon the floor of the Senate, to respond to that voice of the people and meet the just demands of their constituents.

Mr. BROWN of Miss. asked that the pending amendments be read, which were accordingly.

Thus far (he was understood to say) he had said nothing with regard to this question of Mileage, because, although he was one of those whom the Editor of *The Tribune* had seen fit to arraign before the country as having pilfered the Treasury by charging too much Mileage, it was a matter about which he felt very little solicitude. So far as his experience had gone among the people, (and he had necessarily traveled a good deal among them in coming here and in returning home,) he believed that this excitement among the people was confined to a few who were disposed to play a little demagoguing game in this House. He had never heard any intelligent man among the people say anything in regard to the Mileage of Members of Congress. Occasionally, it was true, he had found a small, upstart politician trying to work his way into Congress over a man of more merit, entering into some little calculations before the people in regard to the amounts of Mileage which his opponent had received; but he had yet to find the first intelligent honorable gentleman in any part of these United States—*out of Congress*, of course, [a laugh;] he supposed he must say so to be within to the rule—who complained of this subject. Let them go to the States, and what did they find? Several officers receiving more compensation for their services than members of Congress. To what did the compensation which a member of Congress receive, including per diem and Mileage, amount, taking the two years together? Did he receive $3,000 a year? Go to the South-western States; the Circuit Judges, the State Treasurers were paid that amount, and all the State officers were paid in that proportion. He would scorn to represent a people who would wish him to incur the expenses of traveling to Washington and of a residence there, and pay him less than the State officers of many States received. He had had the honor of being elected one of the Judges of the Circuit Court of his State. He was engaged in the duties of his office about 12 weeks in the year, and received a salary of $3,000, and he had never believed the salary was too large. The people who elected him did not think so. He had held that station not by the nomination of the Governor and the approval of the Senate, but by election of the people, from whom he preferred to receive any office he might have the honor to hold. And the people of his State would laugh to scorn these contemptible efforts to arouse them to excitement because a member of Congress got a few dollars more than some editor, who edited his paper from a desk on this floor while he was receiving, in a $2 per day from the public treasury, happened to think was right. If gentlemen were so anxious to correct abuses, let them correct their own first; let this thing of editing papers by gentlemen who were paid from the public treasury for public service cease; let members who came here attend to their duties, and let members who dishonored seats here—perhaps that expression would be out of order—let members who occupied seats on the floor of this House, before they published charges involving the personal honor of every Member of Congress, at least know that they had told the truth. He cared nothing for the charges in his own case. He had no expectation that the people whom he had the honor to represent, if he voted aright on great questions of National Policy, would call him to account if he did get a few dollars more than the Editor of the *New-York Tribune* thought he ought to have.

He thought this a matter of exceedingly small importance, an unnecessary wasting of the public time. Let them do what they pleased on this question, he would tell them what he was willing to do: abolish this whole doctrine of Mileage, and pay the Member of Congress his actual expenses in coming to and returning from the seat of Government, and his eight dollars a day while in his seat, and nothing more. If Members of Congress left their places, as was well known to be the practice of some gentlemen, and went to practice law in New-York, Philadelphia or Baltimore, or to attend to their private business anywhere, let their pay be stopped while they were gone. If Members who happened to be Editors of newspapers could find no better employment than to edit their papers here, he would stop their pay also. [Laughter.]

The gentleman from New-Hampshire, [Mr. TUCK] to whom he alluded with no very high degree of pleasure—for it was never a pleasure for him to make any allusion in that direction—that gentleman, tender-hearted as he was on this subject, was found not too tender-hearted to vote for books to be distributed to himself. There was an abuse much more crying, he (Mr. B.) apprehended, than any abuse which might exist in regard to Mileage, an abuse without warrant or sanction of law. Why, he believed that the Editor of the *New-York Tribune* had also voted these books for himself. Well, where was the authority for it? what law was there to justify it? He understood gentlemen on all sides to admit that their Mileage accounts were charged according to law. Although the attempt was in the first instance to charge each Member of Congress with computing peculations upon the National Treasury, that charge had now been withdrawn, and it was admitted that these Mileage accounts were made up according to law. How was it that men who saw great abuses in this matter of Mileage, could see no abuse in voting away thousands and thousands of the people's money to put books into their own libraries?

Mr. TUCK rose and requested the gentleman from Mississippi to allow him the floor for an explanation.

The CHAIRMAN. Does the gentleman from Mississippi yield the floor.

Mr. BROWN, (addressing the Chair.) He is a member, I believe?

Mr. TUCK. It somet