

# EASTERN SHORE WHIG AND PEOPLE'S ADVOCATE.

NEW SERIES.

"THE PRICE OF LIBERTY IS PERPETUAL VIGILANCE."

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**EVERY TUESDAY & SATURDAY MORNING.**  
TERMS:—Semi-Weekly at FOUR DOLLARS per annum;—if paid in advance, Three dollars will discharge the debt, and The Weekly, on Tuesday morning, at Two Dollars and Fifty Cents;—if paid in advance, Two dollars will discharge the debt. . .

All payments for the half year, made during the first three months, will be deemed payments in advance, and all payments for the year, made during the first six months, will be deemed payments in advance. . .

### POETRY.

**From the New Yorker.**  
**THE HOME OF PEACE.**  
In Sunsets lingering hues of gold,  
Some far off isle of rest,  
The hearts in this sad world grown cold,  
Aye beckons to its breast.  
The Indian, on the calm blue sea,  
Behold in distance sleep,  
Some haven for the tempest free,  
Soft ead on a deep.

There rises the winds—the surges rest,  
And cloudless skies are seen;  
The breeze scarce curls the river's breast,  
Or struts the forest's green.  
In the lone melodies that float  
When twilight shades are near,  
Or the wild wild-harp's plaintive note,  
A summoning voice we hear.  
It tells of peaceful joy to come,  
It calls the wanderer back,  
Who sees to view a peaceful hope,  
O'er Memory's desert track.  
Oh! is it but in sunset dreams,  
That isle of peace is seen—  
A phantom land of stary beams,  
With faithless waves between?  
Is it in Fancy's ear alone  
That melody is heard,  
Vague wild and wandering, like the moan  
By feeble breezes stirred?

Or is it given to winds that die—  
Or waves on Ocean's breast,  
To answer to the spirit's sigh,  
That craves its mourn of rest?

The following exquisitely beautiful lines are from an American poet, (a missionary, probably,) whose genius and patriotism are warmed into loftier feelings of inspiration by the genial and sunny climate and lovely scenery of the sacred country where he is wandering.—New York Evening Star.

(From the Boston Monthly Traveller.)

#### STANZAS.

I sigh for Home; I sigh for Home;  
Though distant shores salute my eyes—  
Through through the roiled walls I roam,  
O'erfaces lost for centuries.  
Thy sighs express grass and myrtle bowers,  
And waving fields of blushing flowers,  
And novelties around me spring,  
Like feathers flung from Fancy's wing—  
All are too faint; where'er I roam,  
I sigh for Home, I sigh for Home.

I sigh for Home, I sigh for Home,  
Heave the hill where martyrs bled,  
Where lambs' Temp' raised its dome,  
Ere John the Baptist at nos fled—  
Where Homer sang in olden time,  
Of Ilium's fall in strains sublime—  
And Epheus here ruins spread,  
Like monuments above the dead—  
I wait, but cannot bear to roam—  
I sigh for Home, I sigh for Home.

I sigh for Home, I sigh for Home,  
Though Palestine before me waits,  
I scarce would view the temple dome,  
Or pass the Holy City's gates;  
Though wandering Arabs greet my sight,  
And olives crown the mountain's height,  
Though bright the nebulous gleam upon  
The sacred hill of Lebanon—  
I turn my feet—where'er I roam,  
I sigh for Home, I sigh for Home.

I sigh for Home, I sigh for Home,  
That lovely land which gave me birth,  
A spot across the Ocean's foam,  
Unlike all other lands on earth—  
There would I view New England's spires,  
Would gather round her household fires—  
Would press my loved ones to my breast,  
And feel that I 'er all was blest—  
My bosom yearns—I cannot roam—  
I sigh for Home, I sigh for Home.

\*Now Smyrna.

Smyrna, Asia Minor, Christmas Eve, 1835.

Amidst the greatest worldly prosperity, the state of the mind of a man who is haunted with the horrors of a guilty conscience, or with envy, jealousy, malice and other passions, may make him completely miserable.

Attention to our company is a principal part of politeness, and renders their conversation and behavior both amusing and instructing to us. We ought therefore to be constantly on our guard against contracting any of those habits of intolerance or wandering mind, which when long persisted in, form what is called an absent man.



**[BY AUTHORITY.]**

**LAW OF THE UNITED STATES PASSED AT THE TWENTY-FOURTH CONGRESS FIRST SESSION.**

**[PUBLIC—No. 23.]**

**AN ACT** to give effect to patents for public lands issued in the name of deceased persons.  
*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in all cases where patents for public lands have been or may hereafter be issued, in pursuance of any law of the United States, to a person who has died, or who shall hereafter die, before the date of such patent, the title to the said land designated therein shall enure to, and become vested in the heirs, devisees, or assigns, of such deceased patentee, as if the patent had issued to the deceased person during life; and the provisions of this act shall be construed to extend to patents for lands within the Virginia Military District in the State of Ohio.

**JAMES K. POLK,**  
*Speaker of the House of Representatives.*  
**M. VAN BUREN,**  
*Vice President of the United States, and President of the Senate.*

APPROVED 20th May, 1836.

**ANDREW JACKSON.**

**[PUBLIC—No. 24.]**

**AN ACT** explanatory of the act entitled "An act to prevent delations on the part of disturbing agents of the Government, and for other purposes."  
*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the act entitled "An act to provide delations on the part of disturbing agents of the Government and for other purposes," approved the twenty-fifth of January, eighteen hundred and twenty-eight, shall be construed to authorize the pension of any pensioner of the United States to be withheld.

APPROVED, May 20, 1836.

**(RESOLUTION—No. 4.)**

**A RESOLUTION** to change the time of making contracts for transportation of the mail.

*Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the Postmaster General be authorized, provided the same can be done at the present rates of compensations, to extend the term of the existing contracts for the transportation of the mail, to the thirtieth day of June inclusive, next succeeding the thirty-first day of December, in each year in which said contracts expire, so that the contract year may, after the first day of January next, commence on the first day of July, instead of the first day of January, 1836.

APPROVED, 14th May, 1836.

**(RESOLUTION—No. 5.)**

**A RESOLUTION** to authorize the Secretary of War, to receive additional evidence in support of the claims of Massachusetts and other States of the United States, for disbursements, services, etc; during the late war.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War, in preparing his report pursuant to a resolve of the House of Representatives, agreed to on the twenty-fourth of February, eighteen hundred and thirty-two, be and he hereby is, authorized, without regard to existing rules and requirements, to receive such evidence as is on file, and any other proof which may be offered tending to establish the validity of the claims of Massachusetts upon the United States, or any part thereof, for services, disbursements, and expenditures during the late war with Great Britain; and in all cases where such evidence shall in his judgment prove the truth of the items of claims, or any part thereof, to act in the same in like manner, as if the proof consisted of such vouchers and evidence as is required by existing rules and regulations touching the allowance of such claims: And that in the settlement of claims of other States upon the United States for services, disbursements, and expenditures during the late war with Great Britain, the same kind of evidence, vouchers and proof, shall be received as is herein provided for in relation to the claim of Massachusetts, the validity of which shall be, in like manner determined and acted upon by the Secretary of War.

APPROVED 14th May, 1836.

**NAPOLEON AND LOUIS PHILIPPE.**—The following comparison between the present despot of France and Napoleon Bonaparte, is so interesting, and generally circulated throughout the dominions of Le Rio Civen.

Napoleon in order to reign, deposed no one; Louis deposed Henry V.  
Napoleon ruled fifteen years with two vice-ministers; Louis Philippe has tried upwards of fifty during a reign of five.  
Under Napoleon, Europe was really in a state of agitation, and France comparatively tranquil, under Louis Philippe, Europe is comparatively tranquil, and France positively distracted.  
Napoleon declared war against kings, but never made it against royalty; Louis Philippe wages war against royalty, but does not declare it against kings.  
Napoleon used his generals only in time of war; Louis Philippe calls his generals into action in time of peace.  
Both republicans and legitimists surrounded the throne of Napoleon; the same parties now conspire against that of Louis Philippe.

the throne of Napoleon; the same parties now conspire against that of Louis Philippe.  
Napoleon, a single Corsican, is already enrolled in the family of the Caesars; Louis Philippe descended from the blood of the Bourbons, cannot find a woman who will wed the heir of his crown.

Napoleon required only a budget of eight hundred millions, and four hundred thousand soldiers, to make him respected by all the world; four hundred thousand soldiers, and a budget of twelve hundred millions, are not sufficient to make Louis Philippe respected by the French.

### REPORT

*Of the majority of the Joint Committee ON THE SUBJECT OF INTERNAL IMPROVEMENT.*

The undersigned, composing the majority of the Joint Committee of both branches of the legislature who were instructed fully to investigate the subject of internal improvements, and to report thereon, submit the following as the result of their deliberations.—Deeply impressed with the importance of the subject, by them to be investigated, and as well the influence which the result of their investigations might, in all probability, exert over the minds of the legislature and the people of the State, the committee repaired to the city of Washington, at the earliest convenient period of the adjournment there to obtain information deemed important to the thorough investigation of the subject.

The committee failing to obtain the desired information during their sessions in that city, were unable there to agree upon any definite or conclusive measure. From that time to the present they have been diligently engaged in collecting such information relating to the subject, as was within the reach of limited means and comparatively still more limited time. That information, composed principally of the annual reports made by the President and Directors of the Chesapeake and Ohio Canal Company and the President and Directors of the Baltimore and Ohio Railroad Company, to the stockholders of the respective companies—the reports of the sessions—the report of the March 18th, 1836, sessions—the report of the Baltimore and Ohio Railroad Company, and the report of the Chesapeake and Ohio Canal Company, and the information which has been furnished to them by the various sources to which they have been directed to repair.

Taking, in the order in which they have been presented to the legislature, those works which are the most prominent and which have engaged the consideration of the committee, we would first direct attention to the Chesapeake and Ohio Canal. The magnitude and importance of this work require no comment on its original design and destination at some future period to be the great connecting link between the Western and Eastern divisions of this country, affording an easy, cheap and rapid means of intercourse between those parts, means sufficient to stamp it as a work of national importance, second to none which has been projected within the limits of the Union. This work, traversing an extensive and fertile district of our State, will afford to its citizens those facilities, from the want of which they have so long been languishing, although surrounded by the most abundant resources of private and public wealth. Recommended, however, as it is to us, by these, a few of its most favorable features, it cannot be considered in its present situation with its terminus at navigable water with the District of Columbia, as strictly a Maryland work, nor one in that situation, in which the energies of the State should be expended.

Should the Canal only be extended to Cumberland, it must necessarily greatly increase individual wealth, and drawing from about large amounts of foreign capital to find a profitable investment in the mines of that country will greatly enlarge the resources of the State. But are not these benefits of questionable character, resulting in the injury, which the State must and will sustain in building up her own resources an enormous beyond her limits, from the growth, increase of prosperity of which but a portion of the State can be materially benefited.

In vain have we been struggling to secure to our own citizens the vast treasure of the West, which is borne by artificial means to enrich our Eastern rivals, over whom we possess great natural advantages; if this trade, (should this Canal be extended to the Western waters, where its great national character must at some future period carry it,)—together with the vast product of the mineral region of our own State, are to be borne to the lap of a nearer and probably not less dangerous rival. The truth of this position, and the certainty of such a result, should the only terminus of the Canal at navigable water be found in the District of Columbia, must be obvious to every one. With this result, can a doubt be entertained of the expediency, the propriety, the duty of the State in justice to her citizens and herself, rather to guard against such consequences than to lead her aid to promote them. Without the subsequent considerations to be presented, until an eligible route for a Canal, having its terminus at navigable water, is fully and clearly ascertained, which will give to our own Eastern terminus on the waters of the Chesapeake, within the limits of Maryland, no one can question the propriety of withholding further appropriations. The undersigned will not leave this branch of the subject, without recommending the adoption of immediate measures to secure the connection just alluded to, between the Canal and the waters of the Chesapeake. In addition to these facts, which have been conclusively established by the undersigned, that no appropriation should now be made to this work yet another remains to be presented, which alone, in the prudent use of the credit of the State, would be sufficient to produce the same result.

The undersigned, hoping that these facts and considerations which have been sufficient to convince heretofore the expediency of further appropriation at the present time to the Chesapeake and Ohio Canal, will alike be sufficient to convince you, will proceed to assign the reasons which have brought them to a similar conclusion in regard to the Baltimore and Ohio Railroad. No actual survey of the route or location of a Rail Road having been made from Harper's Ferry to the Western Waters, we are destitute of that information upon which alone an estimate of the probable cost of such a work could be based, which would be entitled to the least confidence. To grant then, an appropriation to this work, on any terms upon which we are informed it would be received, the state dispensing with the securities and guarantees against loss, demanded of other works, would be required to make an investment of money (which she does not, but must borrow, and for which the property of the citizen becomes liable) in a work, the cost and even the practicability of which is conjectural—its profits much more so.

The only accurate information in any way relating to this subject which the undersigned could obtain was found in the report of the United States Engineers of the interior cost of a Canal pursuing nearly the same line, and ending at the same point. From the estimates contained in that report, and the cost of the construction of the Baltimore and Ohio Rail Road to its present terminus—Harper's Ferry, we are led to believe that there would be no great difference in the cost of the respective works. From the report before alluded to, the cost of the canal from Cumberland to Pittsburgh will not fall far short of \$14,000,000; (we would here state that in this amount, in no other estimate stated, we have deemed it necessary, and have not named fractions—accuracy to that extent being unimportant for the present purpose,) this sum—\$14,000,000—may then be fairly taken as a sum not greatly exceeding the real cost of the Rail Road which from the estimates presented was not to exceed \$5,000,000, from Harper's Ferry to the same point.

This variance between the estimated cost as presented to the legislature, in the late report of the committee on ways and means, and the probable cost in the estimation of the undersigned, based upon the information above alluded to, is here shown for the purpose of warning the legislature against so involving the people of the State by false estimates as to give color to a subsequent appropriation for self-preservation. But if it be true that the Canal could be constructed to the Western waters, at a cost not greatly in advance of the estimates of the former over the latter for the transportation of produce, as demonstrated by all experience in Europe as well as in this country—with its terminus at navigable water within the limits of Maryland, no one could hesitate in the choice of the work which should properly receive the patronage of the State. Conceding, however, that the inferior cost of the Rail Road would render it expedient for the State to adopt this connection with the West, it must be admitted that that connection should be made by a continuation of the Rail Road from Harper's Ferry, rather than that it should commence at Cumberland, to which point all agree that the Canal must be carried, before the State can derive any profit from the investments which she has already made in that work. Again, no objection can be made along the intended line of the canal from Harper's Ferry to Cumberland, satisfactory to us that it is even practicable at any reasonable cost, for both works to be constructed continuously along the narrow passes, and yielding such a practicability as has been represented (without evidence to sustain it) it must be with a great diminution of the width of the Canal, and the consequent abatement of its utility.

And while on this part of the subject we would beg leave to make a short extract from a letter written by the honorable C. F. Mercer, former President of the Canal Company in relation to this subject, and which has been heretofore submitted to the legislature: "This heretofore submitted to the legislature, the canal brings me to another proposition, independently of the Baltimore and Ohio Rail Road, a great sacrifice to be exacted of it, by the compromise I alluded to; among them it is that after laboring a desirable top path for all time to come in the narrow passes between the Point of Rocks and Harper's Ferry. A much greater one utterly destructive of its safe navigation, not only there, and in defiance of a solemn compact and pledge, but above and for a considerable distance, that of using locomotive engines near the only top path of the canal; this, if permitted will prove the total prostration of the navigation, and the canal had as well stop at the point it has reached." In these views the undersigned fully concurs. If, however, the canal should receive no injury

by a contiguous and continuous construction of the rail road, are we not warranted in the assertion that so much of the funds of the State as would be required or applied in its construction would be unproductive; the application useless and wasteful.  
It cannot, nor will be contended, that even a competition, for the transportation of the produce and mineral wealth of the Cumberland region, would or could exist between the canal and rail road, when the article of coal which is to form the great object of transportation can in our opinion be carried down the canal to navigable water and from thence shipped to Liverpool at a less cost than it could be transported from the mines to the city of Baltimore on the rail road. If the same difference in the cost of transportation of other articles of produce does not exist by the one mode and the other, yet it is apparent that there must be such a difference, as would always cause the produce of that region and all beyond it, to seek an eastern market by the canal, rather than the rail road. Again, if the rail road should be compelled to stop for the present at Harper's Ferry, and hereafter to renew its progress from Cumberland, that it, with the interest connected with it, would not be entirely shut out from all benefit resulting from the transportation of the produce brought down the canal from above is shown by the eighth and ninth annual reports of the President and Directors of the Baltimore and Ohio Rail Road Company, to the stockholders, and we would here call your attention to a few extracts from those reports, commencing on the fourteenth page of the eighth report, it is as follows:  
"In the opinion of the Board of Directors, the immediate interest of the stockholders as well as of the city of Baltimore and the State, of which Baltimore is the heart and the emporium, now lies in the completion of the Chesapeake and Ohio Canal to Cumberland, both in reference to the agreement of compromise already alluded to, and as forming an important link in the chain of communication, and furnishing a means of conveyance from the coal mines to tide, or to the junction with the Rail Road at Harper's Ferry. For the present therefore, the Board would not think, even if they had it in their power, of making the road parallel with the canal, but of taking up the route where the canal terminates at Cumberland, would push it across the mountains upon the trace originally intended for it, and to the point of its original destination. The Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road ceasing to be as they were for many years, hostile opponents, would then be united in interest, in every particular, and would jointly afford the desired communication. If at any future day, the state of the trade should require it, and the cost of the road justifying it, from the condition that now fixes Harper's Ferry as the western limit on the Potomac, the road might be brought down the river, and the continuous Rail-road communication, as first designed, be finally accomplished.  
In the prosecution of the design thus marked out, the parties most deeply interested are the State of Maryland and the city of Baltimore; and it is to the public spirit and liberality of these, that the Board confidently look for the means to prosecute it successfully.  
And again, upon the first page of the ninth annual report of the President and Directors of the Baltimore and Ohio Rail Road, they say:  
"At the date of the last annual report, the graduation of the main stem between the Point of Rocks and Harper's Ferry, was drawing to a close; and soon after the difficult passes of the Potomac, undertaken by the Chesapeake and Ohio Canal Company, and the intermediate portions let out by the Board of Directors were simultaneously completed. All possible expedient was used in laying down the rails, and by the first of December 1834, the entire line from Baltimore to the eastern abutment of Harper's Ferry, opposite the town of Harper's Ferry, was opened with appropriate formality for general use. The machinery necessary to facilitate the transit of flour and other produce from the canal to the rail road, was at once erected, and the increase of business of the company which immediately followed even exceeded the entire anticipations that had been previously formed, and called for every exertion to furnish the requisite means of transportation. Notwithstanding the difficulties which have attended the diversion of trade into new channels; the temporary and most inconvenient location of the place of transit, the great height between the rail road and the canal, the want of proper shelter, the contracted space allowed for labor and handling, where the canal, the rail road and the turnpike are all crowded into a width of less than one hundred feet, and the unavoidable delays in forwarding produce to Baltimore, which look place. Notwithstanding these difficulties, the business done from Harper's Ferry continued steadily to increase; and though the total amount was necessarily divided with the magnificent canal alongside, yet the Board of Directors had every reason to be satisfied with the portion that was given to the rail road." And again, on the 17th page of the same report: "In their last annual report, the Board expressed their opinion that the true interest of Baltimore and the State, lay in the completion of the Chesapeake and Ohio Canal to Cumberland, and the continuation beyond that point of the Baltimore and Ohio Rail Road to Pittsburgh and Wheeling, so as to effect that communication with the West, by means of two works, which had been so long and so anxiously aimed at; during the subsequent session of the legislature, an appropriation of two millions of dollars was made on behalf of the State, sufficient to accomplish the first part of this design; and it now only remains to provide the means to construct the rail road across the mountains to complete the whole.  
It is hardly to be supposed that Maryland, which increasing the Baltimore and Ohio Rail Road Company, gave the first impetus to the present system of extended Rail Road inter communication, will not go forward as nobly as she has begun, and contribute as largely to the Rail Road across the mountains as largely to the completion of the entire scheme which can alone justify her having embarked in a portion of it, and when that completion depends upon herself, when an increased investment will not only be profitable in itself, but make previous investments yet more profitable, it can scarcely be doubted that the State, true to her own interest, will furnish the necessary means.  
If, however, experience has failed to realize

these anticipations, and it is believed that the prosecution of the Canal to Cumberland, (from which point only as before stated, should the Rail Road be continued westward,) would be ruinous to the best interest of the State, the conclusion is thus again irresistibly forced upon us, that a connection with this Canal at a proper point to give it an Eastern terminus, on the waters of the Chesapeake within the limits of the State, is a work of the greatest importance, not only warranted by expediency, but a work, which the State is bound by every consideration to take immediate measures to secure.

But if the various positions which we have assumed are correct we are at a loss for one good reason why an appropriation should now be made to the Baltimore and Ohio Rail Road Company; if it be for the purpose of continuing it along the bank of the Canal, we have before stated, that in our opinion it would only be unproductive in itself, but almost ruinous to the Canal; if to extend it from Cumberland, and had we such information, an appropriation would surely not be justified until the Canal had reached that point; and lastly, the undersigned here feel bound to declare their opinion, from all the information which they have been enabled to collect, that this work must ever fail to pay a dividend upon its stock equal to the annual interest, which the State would be compelled to pay on the money borrowed, to make the appropriation. In the present situation of the State, with greatly limited resources, and an exhausted treasury, the only resort to supply that deficiency of interest, cannot be concealed; it must be by a direct and ruinous tax upon the people.

In relation to the Canals which have been projected for the purpose of connecting the Chesapeake and Ohio Canal with the waters of the Chesapeake within our own limits, the undersigned deem it only necessary now to state, having before expressed their opinion of the importance of the canal, that neither the practicality or eligibility of either has as yet been clearly ascertained, and whilst we would earnestly recommend the adoption of vigorous measures to ascertain these facts, yet it cannot be doubted that any appropriation to either of these works until such information is obtained, is unnecessary and would be premature.

Notwithstanding the full concurrence of the undersigned in the opinion that the Eastern Shore is justly entitled, in common with other portions of the State to its aid and patronage, so far as the same can be judiciously applied to the improvement and promotion of the interests, welfare and happiness of the people of the citizens, yet not believing that the Eastern Shore Rail Road is a work from which such results would flow, they cannot recommend any appropriation to it. The construction of such a work, so extensive and general in its character, for the transportation of produce, must be useless in a country abounding as does that section of the State in bold navigable streams, offering at the door of almost every citizen, the best and cheapest facilities of transportation to every market on the globe.

The mere convenience to the citizens of that shore, in their travels will surely not be urged as an argument in favor of an appropriation; and should it become the great thoroughfare of travel from North to South—in which opinion we do not concur,—while it would afford a convenience to the citizens of other states, we believe that we are warranted in the assertion, that so far from any benefit resulting to our own citizens from such travelling, it will be directly and positively injurious. But its becoming such a thoroughfare must certainly arise and grow out of taking that trade and travel to a rival city, which it has been our effort to carry to our own. And again, in the opinion of the undersigned, no appropriation should be made to this work (from which no permanent good can possibly result to our citizens) for with it, will be forever closed all patronage to that section of the state; and no matter what plan or system of improvement may hereafter be devised, should that portion of the shore, in the greatest promise of benefit, on the whole, or any part of it, yet it is, no appropriation will be ever made, no patronage extended.

The Eastern Shore abounding probably in greater natural facilities of transportation than almost any other country which renders a resort to the ordinary means of improvement by rail roads and canals unnecessary, their construction, useless, still opens a rich field for the safe, judicious and beneficial application of the aid of the state. But no general system would there effect any valuable end. The means which might be productive of the greatest good in one or many counties of the shore, might in others be a positive injury, or at least inefficient for any good or valuable purpose. The undersigned in concluding their remarks upon this branch of the subject cannot omit to express their opinion that should appropriation hereafter be made to that portion of the state, that it should be made ratably among the several counties, be under the control of a Board of Commissioners, for that purpose to be appointed, in each county.

The undersigned here close their remarks on the several prominent works of internal improvement, which fell properly within the range of their investigation. They have, without reference to popular clamor or sectional feeling, freely discussed the merits and demerits of the respective works. A work unimportant in itself, cannot acquire for itself any of the importance of other works with which it may be associated in a bill or report, yet it may give to them a strength which would not be granted, were it not for such an association. The undersigned, would not be understood, as they do not intend to reflect upon the motives of the framers of the bill, which was presented to the consideration of the legislature, immediately preceding the adjournment—such reflection would be unjust, yet they here feel bound to warn the Legislature against the system now growing into use of connecting different and diverse propositions in one bill—although it may emanate from the purest motives, and from an apparent necessity, growing out of the nature of the proposition, yet it will a sure and inevitable source of confusion, and it is not properly checked, will ultimately attend with the most ruinous consequences.  
T. A. SPENCE  
T. G. PRATT  
D. CLAUDE