EASTERN-SHORE WHIG AND PEOPLE'S ADVOCATE.

NEW SERIES. "THE PRICE OF LIBERTY IS PERPETUAL VIGILANCE." VOL. II.---No. 23.

EASTON, MARYLAND. SEMI-WEEKLY. SATURDAY, MARCH 29, 1836.

THE WHIG AND PEOPLE'S ADVOCATE,
Printed and published by
SPENCER & SHERWOOD,
(PUBLISHERS OF THE LAWS OF THE UNION,)
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

No subscription will be received for less than six months, nor discontinued until all arrearages are settled, without the approbation of the publisher.

Advertisements not exceeding a square, inserted three times for one dollar, and twenty-five cents for each subsequent insertion—larger advertisements in proportion.

☞ All communications to insure attention should be *post paid.*

REPORT

Of the Committee of Ways and Means, of the House of Delegates of the Legislature of Maryland, on the subject of

THE FINANCES, AND INTERNAL IMPROVEMENT.

The Committee of Ways and Means have the honor to report to the House of Delegates, that they have carefully examined and considered the report of the Treasurer of the Western Shore, and particularly the estimates of receipts and expenditures, and are assured by them of adequate supplies to meet the wants of the current fiscal year. Whether a large addition will not be made to the list, already formidable, of unproductive capital and a large and increasing deficit of means to meet the engagements of State, appal the eyes of our successors, must depend upon the wisdom and decision of the Assembly now convened. Your committee, deeming it unnecessary to recapitulate or transpose, what has been set forth with adequate clearness by the Treasurer, proceed to spread before you the reflections and conclusions to which they have been irresistably led, upon the latter, immeasurably more important enquiry.

In approaching the consideration of the financial concerns of the State at the present session, the object towering above all others, and compelling a armed attention was the disclosure, that the estimates of the cost of completing the Chesapeake and Ohio Canal to Cumberland, have proved largely inadequate. So large a portion of the State's capital and credit have been embarked in the construction of Rail Roads and Canals, that these works now constitute the leading features of the fiscal policy of the State, and the duties of the Committee of Ways and Means, are necessarily mingled with, and must probably ever remain inseperable from those hitherto deemed, more exclusively the province of the Committee on Internal Improvements—without further and liberal aid from the State, the prosecution of the Chesapeake and Ohio Canal must shortly cease, or stand of the region which has always been regarded as the great source of its revenues and the great inducement to its construction: Their work thus incomplete, that company would possess but very small means of reimbursing the loan, which it has received from the State, or even of paying the annual interest upon it; while the large amount of stock previously subscribed for, would necessarily prove a total loss; and a resort to the other means of maintaining the credit of the State, however painful, would prove inevitable.

The Committee has not thought proper further to pursue the train of inquiry indicated; because, however for a moment we may have been startled by the erroneous estimates of which we have spoken, to stop with the work in its present condition, is a thing not to be thought of. It must go on, and with unflinching energy. It must redeem itself. Its execution must furnish the ways and means of refunding the expenditure it has cause fund must yet occasion, and we are yet unshaken in the conviction, and rejoice in the full belief, that when completed to Cumberland the transportation of the single article of coal will produce a revenue, more than sufficient for that purpose. Maryland is, in every respect, most deeply concerned, and responsible for the result. The whole work being pledged in her hand, means to prosecute it can be obtained from no other quarter. It is incumbent upon her to furnish them, and promptly. The evil of delay will be felt by all, but as the largest contributor, on her, it will fall with the greatest severity.

From these remarks it will be seen that your Committee has not felt at liberty to pass by the subject of the investments of the State in internal improvements, but on the contrary have been necessiated to devote a large share of their reflections and deliberations to that absorbing topic, and in doing so have arrived at conclusions, which are now presented to the consideration of the Legislature, as to the mode in which alone these investments may be rendered safe and profitable, while the system is further and harmoniously extended, so as to produce the greatest good to the greatest number; develope the resources, and augment the commerce, population, and wealth of the State.

The condition of the currency has not failed also to attract their careful attention. Maryland is a small and central State, surrounded by large and powerful communities, the movements and policy of which, in relation to this subject, cannot fail to be felt throughout her borders, with an intensity little short of the results of her own legislation. It is therefore idle for her statesmen to think of regulating her course by abstract theories;—the facts which surround us force themselves into observation, and by them we must be guided, or be made to bear the evils, while precluding our people from participation in the mixture of good, with which the period seems fraught.

The causes of the depressed value of large portions of the landed estates, and of the emigration of our people, are so intimately connected with the subject of national wealth, that it was also to be expected of the committee, that they would endeavour to investigate and suggest appropriate remedies for those evils.

In the examination of the first of these topics the internal improvement of the State, your committee have obliged to consider it with reference to a general system. Without doing so, they found it impossible to recommend any measure, with a certainty that it would not be found ultimately, to be partial in its effects, and liable to interfere with such enlarged scheme, as the State, having in view the full developement of its resources and the benefit of its citizens, might deem it just and expedient to adopt and prosecute.

Your committee believe that the time, for the adoption and prosecution of a general system, has now fully arrived. It has been accelerated, not only by the partial action of Maryland heretofore upon the subject, but by the rapid steps that have been taken by neighboring States, with which she is in competition, for those ends that internal improvements are alone competent to attain.

Your committee propose, therefore, to present to your consideration, their views with regard to the general system which they are of opinion should now be prosecuted by the Legislature; to show how far it has already been accomplished by existing works—what new works are still required to perfect it in its principal features—how far pecuniary aid from the State is essential—and the mode in which that aid ought to be rendered, so as to produce the greatest amount of benefit, while at the same time it imposes, if possible, no burthen upon the people.

The system of improvements best suited to Maryland, is rendered simple by the peculiar features of her geography, and its chief lines are indicated by the Chesapeake Bay and the great rivers which fall into it. It should be such a system, that while it unites different and remote portions of the State in the best and most convenient manner, would at the same time connect the state with its neighbors, or more remote states, in the mode, which, as far as possible, makes them through their want and interests, contributors to its prosperity and increase.

The principal line of the general system, which presents itself at once, upon the inspection of the Map of the States, is that which passes through it, from its western to its eastern border, along the valley of the Potomac, diverging to Baltimore, from thence crossing the Susquehanna near its mouth, and terminating at the Delaware boundary, in the North East portion of the State, in Cecil County. This line may be termed the axis of the system, and its extension beyond the limits of the State to the west, would reach Wheeling and Pittsburgh—from which places there is little doubt that it would be continued through Ohio to Maumee Bay, at the western extremity of Lake Erie, thence be carried on to Michigan city and Chicago, at the head of Lake Michigan, and thence to Galena, on the waters of the Upper Mississippi, and Alton, at the mouth of the Missouri river. The eastern prolongation of the same line, would pass through Philadelphia, New York and Boston, and being thence carried to Beltast, in Maine, would in all probability, terminate on the St. Lawrence, in the neighborhood of Quebec.

A portion of this line within the limits of Maryland, is already the designated route of both the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road; which works, diverging at the Points of Rocks, will again unite in the city of Baltimore, agreeably to the original intention of the Legislature, as evinced by the acts of Assembly of 1825 and 1826; the remainder of the line within the State, admits of both a Rail Road and Canal communication from Baltimore to the Susquehanna, and from thence to the eastern boundary of the State, of Rail Road only.

From the main line, or axis of the system thus described, there branches towards the north, a rail road from Baltimore to the Susquehanna, above the Pennsylvania line, while a series of canals down that river meets the same line again near its mouth. Another branch to the north should be one which, leaving the main line at Hagerstown, would unite with the rail road along the Cumberland valley in Pennsylvania.

To the south of the main line, there should be a rail road from Elkton or its vicinity, passing near the heads of the rivers, on the Eastern Shore, close to the Delaware boundary and terminating by one branch at Watkin's point in Somerset, and by another, on the southern boundary of Worchester county, with convenient lateral connections with various points on the Chesapeake Bay; thus affording to the inhabitants of that beautiful peninula a direct and easy communication with either Baltimore or Philadelphia, and putting them by means of Steam-boat navigation across the bay, in close connection with the internal improvements, which commencing at Norfolk, open a way through the entire southern section of the union.

Another branch towards the south, is the admirable rail road which connects Baltimore and Washington, and whose continuation into Virgania will be perfected on the completion of the rail road from the Potomac through Fredericksburgh, Richmond, and Peterrburgh, to Weldon in north Carolina, where it will intersect the Norfolk improvements above mentioned. Parallell to the rail road between Washington and Baltimore, will be a most important part of the main line already in view, continuing the Chesapeake and Ohio Canal to Baltimore, the termination originally destined for it by the State of Maryland Another branch to the south, is the rail road which crosses the Potomac at Harper's ferry, and unites with the Winchester and Potomac rail road, and the other rail roads which aim at the remote south west, through the great valley of Virginia and Tennessee. Another branch from the principal line above laid down, should be a canal, which diverging from it, either in the District of Columbia or at some preferable point, would terminate on the Severn river, and at or near Annapolis.

If the lines here indicated are drawn upon a map of the State, it will be seen that there is not a country which is not in near proximity to some one or other of them; and but *four*, through which one or more of them will not pass. Of these, the three lower counties of the Western Shore are so intersected by water courses, with the Potomac on one side, the Chesapeake bay on the other, and the Patuxent river dividing the peninsula, that nature may be said to have supplied or preoccupied the place of artificial improvements by multiplying, in all directions, her facilities of intercommunication. One of the recommendations of the system here suggested however is, that it admits of almost indefinite ramifications; in being made the axis of a system of its own: so that at a future day should any extension of the system become desirable, a branch of the Washington rail road, or of the Crosscut canal, may be extended through or along the counties of Charles, St. Mary's and Calveet; to the flourishing town of Easton, or some other point of the navigable waters of Talbot County, will probably be constructed immediately after, if not simultaneously with the construction of the principal road.

The works here enumerated may be classed in the following order:

1. The main line from east to west—consisting of the Chesapeake and Ohio canal and the Baltimore and Ohio rail road—the extension of the Chesapeake and Ohio canal to Baltimore. The Baltimore and Port Deposit rail road—a canal from Baltimore to the Susquehanna, the Wilmington and Susquehanna rail road, the Oxford and Cecil county rail road, and the Newcastle and Frenchtown rail road.

Of these works, the New Castle and Frenchtown rail road has been completed and in use for some time. The Baltimore and Port Deposit, the Wilmington and Susquehanna, and the Oxford and Cecil county, rail roads are in the hands of joint stock companies, and will before long, it is understood, be ready for use. The canal from the Susquehanna to Baltimore is not yet undertaken, although spoken of its execution is uncertain and must depend upon circumstances; but if made, it will probably be at the expense of individuals, without the aid of the State. The Crosscut or extension of the Chesapeake and Ohio canal to Baltimore, is a work, in the opinion of this committee, of the highest moment to the State, and towards its completion your committee propose, to invite a moderate subscription and such alterations of the charter of 1825, as have been rendered necessary by the abolition of the Board of Public Works. The near approach of the period of fruition in the trade which we have so long and arduously labored to create on the Chesapeake and Ohio canal, should admonish the citizens of Baltimore and the State at large, that the execution of this extension should be no longer delayed. The Baltimore and Ohio rail road and the Chesapeake and Ohio canal, are still incomplete—large sums have been expended upon them, and your committee will for the reasons herein after given, recommend that the aid of the State be decisively afforded to those cardinal works. To the improvements enumerated under this head, may be appropriately added the canal or slack water navigation on the North Branch, above Cumberland, and the various rail roads projected to the coal and iron mines in that region, plans for which are now before the Legislature These works are of vast importance and will constitute the ducts to convey to the greater arteries, the trade which will give them utility and produce their revenue. To execute them, no pecuniary aid is sought from the public treasury; they will be undertaken and accomplished, probably in anticipation of the opening of the Chesapeake and Ohio canal, by the enterprise of the proprietors of the mines if encouraged by the grant of suit able powers, and such as are ordinary given, without bonus or other public inducements;—a result which the wise sanction of the committee on internal improvements and the enlightened liberality of the Legislature leaves no room to doubt.

2. Of the branches from the main line to the North. These are the Baltimore and Susquehanna rail road—the canal up the Susquehanna, and the rail road from Hagerstown to Chambersburgh, and possibly a branch from the same place to Gettysburgh. The loan of a million of dollars authorised at the last session of the Legislature, has secured the completion of the first of these, according to actual estimate, it is understood, without the necessity of further aid from the State; and the other northern lines, will unquestionably be perfected by the wants of Pennsylvania, and by individual enterprise.

3 Of the branches of the main line to the south—Of these, the Washington rail road and the connection with the Winchester road have been completed, while the rail road from Elkton to the southern limits of Some set and Worcester counties, is not yet, but will be speedily authorised by law, and a charter has been but will be speedily authorized instruction of the canal from Washington to Annapolis. Both of these projected works, are, in the opinion of your committee, in a high degree deserving of the aid and patronage of the State, and it is the intention of your committee accordingly to recommend subscriptions to the stock of each of them.

From the enumeration here made, it will be perceived that but a few of the works, deemed by your committee, necessary parts of a general system, have not been actually commenced and all that is now necessary to bring that system into full and complete operation, is the aid of the State, required to finish, some of them. Of those not yet commenced, or still unfinished, there are but five, which in the opinion of your committee, require the pecuniary assistance of the State—These are,

1. The Chesapeake and Ohio Canal.
2. The Baltimore and Ohio Rail Road.
3. The Maryland Canal.
4. The Canal to Annapolis.
5. The Eastern Shore Rail Road.

Your committee has before adverted to the disappointment which prevailed in the Legislature, when it was ascertained that the appropriation made at the last session to the Chesapeake and Ohio Canal, had been found insufficient to complete the work to Cumberland, and that a large sum would still be required for that purpose. Without attempting a detailed examination of the facts connected with this subject, in the absence of all charge or suspicion of improper expenditure of the fund for objects unconnected with the canal, your committee do not doubt that the cause of the error is to be found, in the vague and uncertain character of the estimates submitted at the last session; and that those who submitted them were as much imposed upon by their belief in their correctness, as was the Legislature itself. One thing is certain—if the Chesapeake and Ohio Canal was, twelve months since, of sufficient importance to induce the Legislature to determine on its completion, whatever mistakes have occurred, cannot have altered or diminished its importance, as a great and inestimable public work. Time, instead of lessening our conviction of its value, has on the contrary greatly increased it, by the developement that has taken place since the last session, of the mineral treasures of the mountainous region, into which it penetrates. A further most valuable and expected consequence has followed the work that session, in the immediate influx of capital and enterprize, which have largely enhanced the value of property in that region, and which now stands ready and is praying for permission to execute dependant works that, a few years since, would have been deemed enterprizes, not unworthy of the energy of a sovereign State. As part of the State, and a most important part of a general system, and as a source which cannot ultimately fail of great pecuniary as well as political advantage, your committee would recommend an immediate subscription to the stock of the Chesapeake and Ohio Canal to such amount as will secure its completion. What may have been the vagueness and uncertainty of the estimates of 1835, those furnished to the present Legislature, may, it is believed, be certainly replied upon; and they the amount that may be required, at some not less than three millions of dollars To the estimates, must necessarily be added, the expenses of feeders to be brought from several of the principal southern tributaries of the Potomac, across that river by aqueducts, and the costs of lock keepers houses & other incidental charges, which render it expedient that the subscription should embrace that sum.

The next work in order is the Baltimore and Ohio Rail Road. The Chesapeake and Ohio canal, should it never be extended beyond Cumberland, would be, to most purposes, a perfect work, and make an ample return to the State, from the profits to be derived from the transportation upon it of the products of the mountain region alone:—On the other hand the Baltimore and Ohio Rail Road would derive its revenue from the transportation of passengers chiefly, and the number of these would depend, in the greatest degree, upon its completion to the navigable waters of the West While the canal therefore might, without injury to the interests of Maryland, suspend its progress at Cumberland, the rail road must be equally advanced so far as profit is to be considered, must be pushed forward to the Ohio. The following estimate of the probable profits of this work when completed to Pittsburgh and Wheeling, is chiefly derived from the calculations of Jonathan Knight, chief engineer of that company, and falls, it is believed, within the most moderate calculation.

800 passengers per diem (150 each way)
400 miles at 3 cents a mile, $3,600, making per ann. $1,314,000
interest on $12,000,000 the entire cost of the road when completed at 6 per cent, $720,000
Add the same amount for moving power, salaries, repairs and contingencies $720,000
And the sum of these is, 1,440,000
So that, taking the cost of working the road at the exaggerated sum of one half the receipts from the transportation of passengers only, would probably pay six per cent upon the capital invested in it. When to this however, is added the revenue from the transportation of goods and merchandize on this great highway, and that which it must derive from the carriage of the mails and other property of the United States, no reasonable doubt can be entertained as to its ample returns of profit. To this work your committee recommend a subscription also of $3,000,000, and in order to make the completion of the road certain, they further recommend that this subscription shall only be made, when four millions in addition to the present capital shall have been subscribed, bona fide, to the stock of the company from other quarters, or funds to that amount contributed in some form other than by loan or interest.

This will make $7,000,000, which with the yet unpaid capital of the company, will produce nearly the sum of eight millions of dollars, for which the work can be finished.—For this belief, your committee have the estimate of the distinguished Engineer above named, and have in further support, the fact, drawn from the experience of the company, that the road so far as it has now progressed, has cost, exclusive of the portion, in the immediate vicinity of Baltimore, which peculiar circumstances rendered expensive, but little more than $22,000 per mile. And it is believed this average would hold good for the remaining distance of 318 miles; giving the sum total of $6,996,000; say seven millions; leaving $1 000,000 to meet contingencies and furnish the moving power and other machinery.

To the Eastern Shore Rail Road, your committee would recommend a subscription to the amount of one million of dollars, on condition that there shall have been first subscribed, bona fide, to the stock of the company by others, such sum, as with the State's subscription, shall be, after a careful location of the road, estimated to be necessary to its construction.

To the cross cut or Maryland canal, from the Chesapeake and Ohio Canal to Baltimore, and also to the Washington and Annapolis canal, your committee would recommend a subscription of $500,000 each, upon condition, in each case, that the sum of $1,000,000, if so much shall be estimated to be necessary for the completion of the works, respectively, shall have been subscribed by other bona fide subscribers.

In the case of the last mentioned work, your committee recommend that the option be allowed the company, of tapping the Maryland canal at any convenient point, if upon examination it shall be found, on the score of economy, or in other respects preferable to a separate canal, and if the connection be found to be practicable without injury to the other improvement

The proposed appropriations towards the accomplishment of these great public works, are as follows;

To the Chesapeake and Ohio canal,	$3,000,000
" Baltimore and Ohio rail road,	3,000,000
" Eastern-Shore rail road,	1,000,000
" Maryland Canal	500,000
" Annapolis Canal	500,000
Making in all, the sum of	8,000,000

Your committee propose presently to recur to this subject, being now led to the discussion of the second leading topic proposed. As has been before intimated, the committee propose to meddle little with the abstract theories. It is not intended here to examine whether it be desirable or practicable in the present state of society, to banish from use, bank paper, substituting the precious metals; or whether the latter could be commanded in quantity adequate, without aid of paper, to meet the demands of a commerce of infinite activity.

These things are at least impossible in this State, under the circumstances of our Union; and there is a crowd of evidence around, that unless nearly all our sister States are mistaken in the means by which they seek to benefit themselves, this State has erred by indisposition to change, and by too close an adherence to a hard money currency. It is besides, embarrassing to perceive the most unequivocal signs of prosperity in some of those States, coincident if not correlative with their deviation from that which many deem the path of safety. To shew this, a few examples will suffice.

The area of *Maryland* contains eleven thousand square miles, with a population of 447,000, or about 41 to the square mile, and we have at this time a banking capital amounting in all to about $8,000,000.

Louisiana, with a population of 215,739 had, at the commencement of the present year, a bank capital of twenty six and a half millions, which has since been increased to about fifty millions.

Rhode Island, with an area of only 1200 square miles, and a population of 97,000, or 81 to the square mile, has no less than sixty banks, with an aggregate of capital, of more than eight millions of dollars!

The committee need not attempt to recapitulate the great enlargement of bank facilities, which has recently and is now about to be made in Pennsylvania, nor advert to the equal steps of the great State of New York, but behold the galaxy of prosperity! The two latter, advancing with great strides, emulous of each other, grasping at the commercial rule of a continent, while the spirit of successful enterprise fills the dwellings of their humblest citizens with joy and plenty; Louisiana, growing with unparalleled rapidity, and expanding herself as it were, to receive the rich tribute of the hundred armed father of waters.—Rhode Island, with a population scarcely equal to the city of Baltimore alone—with an area and with water power not exceeding those of Baltimore county, sits, self-poised, amidst her hundreds of cotton manufactories, while her hardy mariners penetrate into every sea, a miracle of commercial and manufacturing enterprise!

Why does Maryland exhibit a spectacle so different?—Is not the answer plain, that *under the laws of Rhode Island, one hundred citizens have the use of as much banking capital as is afforded in Maryland to five hundred.* In other words, *if the banking capital of this State were increased to forty millions, the people would in that respect, enjoy commercial facilities about equal to those, of which the people of Rhode Island are in possession*—Proofs of some character, might be readily drawn, from the statistics of almost every member of this Union, and if there be any whose policy squares with ours, there may the idle ship be found rotting at the wharf, while lethargy seals up the eyes of the people.

Your committee are from designing to recommend at this time, an increase of capital to so great an amount, as comparison with these examples would seem to render reasonable. Caution is to be used in the effectuation of all great changes, however desirable they may appear; but a moderate increase would seem indispensable under existing circumstances, and yet more so if the great improvements we have spoken of, are indeed to be prosecuted, and the destiny of the State fulfilled. Why is it, that the cities of New York, Philadelphia and New Orleans, require banking facilities so extensive, as we know they have and use—in the latter city too, at the rate of ten per cent, while here the rate is but six? Because, nature for one, and art and industry for the others, have opened up the trade and supply of the vast, the fertile, the increasing interior. If Baltimore is to enter into that glorious competition, she must like them, have her facilities, her business increased, and her capital made commensurate to her commerce, of which that of Maryland, great as it must become, will constitute but a very small part.

There are yet other important considerations, tending to the same result, and to others of singular moment It is impossible to close our eyes to the various tendencies of a question, which is now deeply agitating the public mind of this Union. In our State, the distinction between master and servant, is colour. In the administration of our government the servant has no participation; and hence, although the voice of fanaticism may be heard from abroad, we aspire to the power of frowning down and repressing disorder, wherever it may originate, and are enabled to protect our capital, against the levelling cry of the poor against the rich,' which in the non-slaveholding States, must ever place the property of the employer under the control of the employed. The fanaticism which would intermeddle with, and wrest away the rights of the South, if not general at the north and east, at least there find shelter; and while Philadelphia and New York are straining every nerve to obtain the trade of the South as well as of the West—Maryland should not over-look her advantages, as the frontier of the slave holding States. She has a common interest and a common sympathy, with the entire South, and all that seems wanting to place her commercial metropolis, in advance of her competitors for the commerce of that region, is CAPITAL, to enable her merchants to purchase the agricultural products which will be borne to it by the ocean, or by the improvements uniting, and to unite in Baltimore as a common centre, and to furnish in return by direct importation, the various productions of every clime.

Actuated by those and similar considerations, your Committee have laid upon your table, and respectfully recommend the passage of.

A Bill to Incorporate the Western Bank,
A Bill to Incorporate the Commercial Bank,
A Bill to Incorporate the Eastern Bank,
A Bill to Incorporate the Chesapeake Bank,
A Bill to Incorporate the Farmers' and Planters' Bank,
A Bill providing for the enlargement of the capital of the Franklin Bank,
A Bill to Incorporate the Real Estate Bank; all of Baltimore.
A Bill to Incorporate the Farmers' and Millers' Bank of Hagerstown,
And, A Bill providing for the incorporation of the Mineral Bank of Allegany, at Cumberland.

Your committee will observe, that should all these charters be allowed, the sum of bank capital in the state, *will still be far, below the scale prevalent in our sister states*, They are all of moderate capital; one as low as $300,000, and none exceeding two millions, with the exception of the Commercial bank, which in view of the gigantic dimensions of the banks of Philadelphia and New York, it has been deemed advisable to allow the privilege of extending its capital as occasion shall require, to six millions.

Your committee are not unmindful of the lesson of history, teaching the dangers of an unwise multiplication of banks; but in their opinion, those have read that lesson amiss, who augur evil from an augmentation of *sound* capital. About the period of the last war, the general suspension of specie payments, led to the establishment of numerous concerns, with no basis whatever but public credulity. A legal permission to issue promises to pay, a room sixteen feet square, and a steel engraving, constituted alone but too frequently, the depestal of delusion. Far different is now the condition of things, and widely diverse the guards with which we have endeavored to surround the charters, recommended above. In a state of profound peace, the attempt to force into circulation, paper not redeemable with gold or silver, would be not less idle than wicked. All of these banks, should they go into operation, will be amply provided with specie, and in all respects be as solid as any of those now in operation, and as they will begin well, so the restraint upon issues, and the penalties attendant upon non-compliance, will keep them punctual to their engagements, and protect from injury the holders of their paper.

The depression of the agricultural interests, and the causes of emigration, constitute the subject on which your committee proposes, next to submit a few brief reflections.

Constituted as your committee is, chiefly of farmers and planters, and representing especially the agricultural interest, they cannot be ignorant of the complaints which come up loudly for aid and relief to that important portion of society. They are well aware, that in many portions of the State, and particularly on the tide waters, no exertion of individual activity or capital has proved effectual to save proprietors from a gradual but seemingly irresistable sinking, in the value or price of their property, however improved in productiveness. The cause of this can only be found in the ceaseless tide of emigration, which bears away the industrious and enterprising poor, from among whom, under other circumstances, the ranks of the independent landholders should be recruited; the savings of patient industry, enabling them to come forward as the purchasers of land, as fast as it would be thrown into market, by the improvidence of owners, or the operation of our law of descents. If there be in any county, twenty tracts of land for sale, and purchasers for only nineteen can be found, the twentieth will not only remain unsold, but the price of each of the twenty be considerably reduced; what then are the causes of this evil, and what can be done to arrest it?

A principle cause is probably, that throughout a great portion of the extensive districts alluded to, the pursuits of the whole people are agricultural, and there being few considerable towns, the small farmer disposes with great cost, difficulty and inconvenience, of the productions of his labour and articles of marketing, small things, which in districts differently situated, afford the means of comfort and the foundation of prosperity. The lands are naturally productive, possess abundant resources for their restoration when exhausted, are easily tilled, and the waters afford many advantages peculiar to those regions. Instances not unfrequently occur of emigrants unsatisfied, who return to the advantages they once disdained—but the bulk do not return. Another great cause may be discerned in the swamps and marshes, which in many parts deeply indent the country, in some places on the shores of the Bay, cover many thousands of acres, which if rescued from inundation would prove of unsurpassed fertility, and very generally forming a poisonous fringe around the inlets, bays and creeks, constituting the arms of the Chesapeake Bay. It is true, notwithstanding, that many situations on the Eastern, and in the lower counties of the Western Shore, are blessed with health as they are with beauty, fertility, and all that can render them desirable, but it is no less true, that they constitute generally, a malarious region, in which, although the diseases be not often of a high or malignant type, the poor man, who *has not time* to nurse the ague and fever, is unapt to dwell. Not unfrequently, the same causes produce fatal diseases, by which valuable men, the heads of families, are stricken down prematurely, or desolation spread through hearts, lamenting the young, the lovely and the lost.

If these sources of pestilence could be dried up and reclaimed, who would presume to reckon the rich coinage with which the good and liberal deed would be repaid,—who estimate the benefits, financial and political, which would redound to the State from productions of the reclaimed land, and the improved salubrity of large districts, and the happy multitudes who would no longer be forced to leave their homes!

Much of this can be accomplished by individual enterprize, properly encouraged; and it has been asserted by skillful observers, familiar with similar achievements in Europe, that all is within the reach of a liberal and paternal policy, and at no unsuitable expense on the part of the State. A government will not hesitate to expend its treasure in resisting the visible assailants of its people, and surely it is a duty no less holy, to go forth to destroy the haunts and resources of a foe as deadly though unseen.

Your committee also fully sympathize with the numbers of their agricultural brethren who yearly come up to their representatives, complaining that their exertions are crippled by the want of pecuniary aid; they are of opinion, that these are entitled to receive aid, and that it may be adequately afforded, not only without injury, but even with the greatest certainty of much and various advantage to the State. In the mode of relief alone and in a preference for more simple machinery, your committee, actuated by a single aim at the general good, presumes to differ from those who have urged at one time the establishment of a State Bank, and more recently of a Real

©Maryland State Archives, msa_sc4925_scm13074-0437