LEGISLATIVE JOURNAL

OF THE

EIGHTIETH LEGISLATURE

OF THE

STATE OF NEW JERSEY,

CONTAINING THE DEBATES, PROCEEDINGS AND LIST OF ACTS OF THE SESSION,
COMMENCING JANUARY 8, 1856,

By FRANKLIN S. MILLS, REPORTER.

TRENTON:
PRINTED AND FOR SALE AT THE "TRUE AMERICAN" OFFICE.
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LEGISLATIVE JOURNAL.

JANUARY 8, 1856.

This being the day designated by the constitution for the meeting of the Legislature, the following persons assembled at the State House in Trenton :

MEMBERS OF THE LEGISLATURE.

SENATE.

	TERM EXPIRES.
ATLANTIC,—Richard Somers,	1857
BERGEN—Daniel Depue	1857
BURLINGTON—Joseph W. Allen,	1859
CAMDEN—John K. Roberts,	1858
CAPE MAY—Jesse H. Diverty,	1859
CUMBERLAND—Lewis Howell	1857
ESSEX—George R. Chetwood,	1858
GLOUCESTER—Joseph Franklin	1858
HUDSON—M. B. Bramhall,	1857
HUNTERDON—John C. Rafferty,	1859
MERCER—William C. Alexander,	1857
MONMOUTH—Robert Laird,	1855
MORRIS—Alexander Robertson,	1857
MIDDLESEX—Henry V. Speer,	1859
OCEAN—James Cowperthwait	1857
PASSAIC—Jetur R. Riggs,	1859
SALEM—Charles P. Smith,	1858
SOMERSET—Samuel K. Martin,	1858
SUSSEX—Zachariah H. Price,	1859
WARREN—William Rea,	1858

ASSEMBLY.

ATLANTIC—David Frambes.

BERGEN—1. Thomas W. Demarest. 2. Ralph S. Demarest.

BURLINGTON—1. Richard Jones. 2. Elisha Gaunt. 3. William M. Collom. 4. William Parry. 5. Jervis Bartlett.

CAMDEN—1. Riley Barrett. 2. Evan C. Smith. 3. John P. Harker.

CAPE MAY—Downs Edmunds, Jr.

CUMBERLAND—1. John F. Keen. 2. James M. Wells.

ESSEX—1. Apollos M. Elmer. 2. Samuel R. Winans. 3. Joseph T. Hopping. 4. Warren S. Baldwin. 5. James E. Bathgate. 6. George H. Doremus. 7. Nehemiah Perry. 8. Wm. K. McDonald. 9. James A. Pennington.

GLOUCESTER—1. James D. Albertson. 2. Jacob G. Tomlin.

HUDSON—I. John D. Ward. 2. George V. Demott. 3. James T. Hatfield.

HUNTERDON—1. William Sergeant. 2. John M. Vorhis. 3. Joseph W. Willever. 4. John M. Rittenhouse.

MERCER—1. George R. Cook. 2. Andrew Dutcher. 3. Samuel Wooley.

MONMOUTH—1. Jacob Herbert. 2. John R. Barricklo. 3. Henry E. Lafetra. 4. Samuel Beers.

MORRIS—1. William M. Muchmore. 2. Edward Howell. 3. William A. Carr. 4. Daniel Budd.

MIDDLESEX,—1. John T. Jenkins. 2. Amos Robbins. 3. William Hutchinson.

OCEAN—William F. Brown.

PASSAIC—1. Benjamin Buckley. 2. John Schoonmaker. 3. Peter H. Whritenor.

SALEM—1. Joseph Kille. 2. Samuel Plummer.

SOMERSET—1. Cornelius M. Schomp. 2. John S. Hoagland.

SUSSEX—1. Daniel D. Gould. 2. William Smith. 3. John W. Obdyke.

WARREN—1. Archibald Osborn. 2. John White. 3. George H. Beatty.

TUESDAY, Jan. 8, 1856.

SENATE.

The Senate was called to order at three o'clock, P. M., by A. R. Throckmorton, Secretary of the last Senate.

On motion of Senator Bramhall, Mr. Geo. R. Chetwood, of Essex, was chosen President *pro tem.*

Mr. Alexander presented the credentials of Jetur R. Riggs, Senator elect of Passaic; also of Henry V. Speer, Senator elect of Middlesex, which were read and approved, and the usual oath administered.

Senator Roberts presented the credentials of Joseph W. Allen, Senator elect from Burlington; Senator Cowperthwaite those of Jesse Diverty, Senator elect of Cape May; Senator Robertson those of John C. Rafferty, Senator elect from Hunterdon; also those of Zachariah H. Price, Senator elect from Sussex, all of which were approved and the oath administered.

Senator Allen then moved that the Senate proceed to the election of a President, which was agreed to, and Hon. William C. Alexander being nominated, was unanimously elected.

Senators Allen and Laird were appointed to conduct Mr. Alexander to the Chair, upon taking which he returned his thanks in a few brief and appropriate remarks.

Aaron R. Throckmorton, of Monmouth, was reëlected Secretary without opposition.

For Sergeant-at-Arms, Senator Laird nominated William P. Sanno, of Warren. and Senator Smith, Albert S. Deviney, of Salem. A ballot being taken, Sanno had 11 votes, and Deviney 9, the former thus being elected.

For engrossing clerk, Joseph Myers, (Native American) and John W. Jackson, (Democrat) of Morris, were nominated.—The vote being taken, Mr. Jackson was declared elected—11 to 9.

Stacy B. Read was reëlected assistant secretary, without opposition.

On motion of Mr. Robertson, the usual Stationery Committee was appointed, and on motion of Mr. Rea, the rules of the last Senate were adopted for the present.

A resolution was adopted, making the hour of meeting 10 A. M. of each day.

A committe was appointed to secure clergymen to open the Senate with prayer, and then the Senate adjourned.

HOUSE OF ASSEMBLY.

At three o'clock the clerk called the members to order.

There being but few members present, Mr. Howell, of Morris, moved a call of the house. Agreed to.

Twenty-five members were present.—The Democratic members were still in caucus.

The clerk announced that no quorum was present.

Mr. Muchmore, of Morris, said that as there was no quorum present, and the hour had arrived at which they should meet, he moved that the House now adjourn. Carried.

The clerk then declared the House adjourned until ten o'clock to-morrow morning.

SENATE.

WEDNESDAY, Jan. 9.

The President presented a communication from Rachel M. Baker, inviting the members of the Senate to a meeting of the Society of Friends, to be held this evening at the City Hall. On motion of Mr. Allen, the invitation was accepted.

The President announced the following Joint and Standing Commitees :—

Treasurer's Accounts—Messrs. Robertson and Smith.

State Prison Accounts—Messrs. Laird and Howell.

Library—-Messrs. Riggs and Chetwood.

Passed Bills—Messrs. Depew and Diverty.

Lunatic Asylum—Messrs. Riggs and Martin.

Public Buildings—Messrs. Speer and Allen.

Public Printing—Messrs. Rea and Cowperthwaite.

STANDING COMMITTEES.

Judiciary—Messrs. Speer, Allen and Rafferty.

Corporations—Messrs. Rafferty, Chetwood and Riggs.

Education—Messrs. Riggs, Smith and Robertson.

Unfinished Business—Messrs. Roberts, Price and Somers.

Finance—Messrs. Bramhall, Allen and Riggs.

Elections—Messrs. Price, Howell and Rea.

Agriculture–Messrs. Robertson, Cowperthwaite and Price.

Miscellaneous Business—Messrs. Laird, Martin and Rea.

Militia—Messrs. Rafferty, Chetwood and Bramhall.

Engrossed Bills—Messrs. Price, Franklin and Somers.

Municipal Corporations—Messrs. Rea, Diverty and Riggs.

Claims and Pensions—Messrs. Somers, Franklin and Depew.

Mr. Allen moved that a committee be appointed to report rules and regulations for the government of the Senate, which was agreed to, and Messrs. Allen, Riggs and Robertson were appointed.

Mr. Robertson offered a resolution, directing the Secretary to inform the House that the Senate is fully organized, and prepared to proceed with the public business —which was adopted.

Bill Noticed—By Mr. Robertson, to increase the capital of the Mount Hope Mining Company.

On motion of Mr. Laird, Adjourned.

AFTERNOON SESSION.

Senator Robertson offered a resolution that each new member be furnished with a copy of Nixon's Digest. Adopted.

Mr. Laird offered a resolution directing the Secretary to furnish each member with one hundred stamped envelopes, and one hundred newspaper stamps. Adopted.

Bill Noticed.—By Mr. Smith, for the relief and employment of the poor of the county of Salem.

Mr. Bramhall offered a resolution directing the Treasurer to provide suitable apparatus for warming the Senate-chamber, without delay. Adopted.

Adjourned.

HOUSE OF ASSEMBLY.

At 10 o'clock the Clerk called the House to order.

Mr. Parry, of Burlington, moved that Mr. Riley Barret swear in Nehemiah Perry, and that Mr. Perry swear in the members elect.

Mr. R. S. Demarest moved that Mr. Dutcher administer the oath to T. W Demarest, and that he administer the oath to the members elect.

Mr. Parry said the question would be on the first motion.

The ayes and noes were called, and the motion was lost, 28 to 30.

Mr. Lafetra, of Monmouth, then renewed the motion of R. S. Demarest, and it was agreed to without opposition.

The certificates of members were then severally read and approved, and the members sworn in.

Mr. Dutcher moved a call of the House.

Fifty-nine members answered to their names.

Mr. Dutcher moved that the House take a recess until 3 o'clock.

Mr. Parry thought there was no necessity of delaying the business of the House.

Mr. Lafetra offered a resolution to adjourn to three o'clock this afternoon, and that that be the hour for the afternoon session until otherwise ordered.

Mr. Kille: It would be gratifying to me to take a recess. I am fatigued, and so are a number of the members. He was as willing as any man to proceed to the business of the House, but although he had a good constitution, that constitution may be overcome by over-exertion.

The resolution was lost, 29 to 30.

Mr. McDonald moved to proceed to the election of a Speaker.

Mr. Dutcher moved to adjourn to half-past two o'clock this afternoon.

The resolution was carried, 30 to 29, (Mr. Schoonmaker changed his vote,) and the House adjourned.

AFTERNOON SESSION.

2½ o'clock, p. m.—The Clerk called the House to order, and announced fifty-two members were present.

Mr. Lafetra moved that the sergeant-at-arms be despatched after absent members.

Mr. Schoonmaker moved that the House adjourn to meet at 9½ o'clock to-morrow morning.

Mr. Lafetra suggested that the gentleman from Passaic make his motion at 10 o'clock.

Mr. Schoonmaker assented.

The question was taken *viva voce*, and a large majority of the House voted to adjourn.

Adjourned.

THURSDAY, Jan. 10.

SENATE.

Prayer by Rev. Mr. Vanhorn.

Bills Introduccd.—By Mr. Robertson, supplement to the Mount Hope Mining Company.

Mr. Martin moved a reconsideration of the vote by which the senate yesterday directed the treasurer to provide a new heating apparatus for the senate chamber. His intention was not to oppose the change, but to afford time for further reflection. He thought it was not right to make the expenditure involved in a change, unless clear advantage would result therefrom. If it should be found upon investigation, that the apparatus proposed *would* warm the chamber more thoroughly than stoves, he should favor its adoption.

The motion to reconsider was agreed to, and Messrs. Martin, Riggs, and Chetwood were constituted a committee to examine, in connection with the treasurer, into the propriety of a change.

Bills Noticed.—By Mr. Rea, to restore section 15th in a bill to incorporate a bank at Hackettstown, by which the capital stock of said bank was lost, by an omission of the engrossing clerk of last year's senate.

On motion of Mr. Laird, the Senate took a recess for half an hour.

At 11 o'clock, the Senate again came to order.

Mr. Martin, from the committee on the heating of the senate chamber, reported that they had examined the proposed apparatus, and favored its adoption.

The report was adopted—so that the new apparatus will be provided.

Mr. Diverty offered a concurrent resolution that a joint committee be appointed, (Assembly concurring,) to wait on the Governor, and inform him that the two houses were organized, and ready to receive any communication he had to make. Adopted, and Messrs. Diverty and Rafferty were appointed the committee on the part of the Senate.

A message was received from the House, announcing its organization, and that it was ready to proceed to business.

Mr. Rafferty offered a resolution empowering the sergeant-at-arms to employ two boys as messengers of the Senate.—Adopted.

A message was received from the House, announcing their concurrence in the resolution to appoint a committee to wait on the Governor.

The Private Secretary of the Governor here appeared, and presented the Annual Message, which was read. See Appendix.

Mr. Bramhall offered a resolution referring the documents accompanying the message to the Judiciary Committee. Agreed to.

So much of the message as refers to the subject of banking was, on motion, referred to the Finance Committee.

Five hundred copies of the message were ordered to be printed.

Adjourned.

AFTERNOON SESSION.

Mr. Robertson offered a resolution referring so much of the Governor's message as relates to the subject of public schools, to the Committee on Education. Adopted.

Mr. Riggs offered a resolution referring that portion of the Governor's message which relates to usury to the Committee on Finance. Adopted. Adj.

HOUSE OF ASSEMBLY.

At ten o'clock the clerk called the House to order.

On motion of R. S. Demarest, the oath was administered to Mr. Frambes, of Atlantic, who was present. Agreed to.

After the qualification of Mr. Frambes, and the reading and approval of the minutes,

Mr. Dutcher moved that the House proceed to the election of a Speaker. Agreed to.

Mr. T. W. Demarest, (Democrat,) of Bergen, and Mr. Nehemiah Perry, (Whig and Know-Nothing,) of Essex, were nominated.

The clerk called the ayes and noes, and the vote resulted as follows:

For Mr. Demarest—Barricklo, Bathgate, Beatty, Beers, Buckley, Budd, Carr, Collom, Demarest, R. S., Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Kille, Lafetra, Obdyke, Osbourn, Perry, Pennington, Rittenhouse, Robins, Schomp, Sergeant, Smith, W., Vorhis, Winans, Willever, Wooley, White—31.

For Mr. Perry—Albertson, Baldwin, Barrett, Bartlett, Brown, Cook, Demarest, T. W., Edmunds, Elmer, Harker, Hatfield, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, McDonald, Muchmore, Parry, Plummer, Smith, E. C., Schoonmaker, Tomlin, Wells, Ward, Whritenor—28.

For Mr. Muchmore—Jenkins.

Mr. Dutcher moved Mr. Perry and Mr. Buckley conduct Mr. Demarest to the chair.

Upon taking the chair, Mr. Demarest said:

Gentlemen—Permit me to express my sincere thanks for your partiality and confidence, in electing me to preside over your deliberations. The honor conferred is unexpected and unmerited.

Deeply sensible as I am of the new and untried duties and responsibilities incident to the place to which I am called, I cannot but entertain distrust of my ability to meet your expectations. I can only promise, so

far as may be in my power, to discharge my duties with fidelity and strict impartiality. Should I err, it will be through inexperience and lack of familiarity with parliamentary usage. Your aid and support I shall frequently need.

The honor of the state, and the interests of our fellow-citizens have been committed to our charge by a confiding constituency: it should be our ambition to preserve the first and guard the last.

An unusual number of applications having been advertised, a large amount of business may be anticipated. Of the public bills, the most important will be that which the commission appointed to revise and codify our school laws may report. This should receive our careful consideration.

It is unreasonable to expect unanimity of opinion in all matters that will come before us; our discussions, however, should be courteously conducted, and with a view to arrive at a correct solution of all the questions presented, let us meet them firmly, calmly, deliberately and dispassionately.

I trust that the harmony and good order that have so long characterized our legislative sessions, will be contiued in this. I confidently anticipate your cheerful and ready co-operation to promote the one and preserve the other.

May we have wisdom given to us from on high, to discharge all our duties, so as to secure the approval of our judgment and conscience, and the approbation of the people of the state, and in a manner that shall conduce to their prosperity and happiness.

Mr. Pennington moved to proceed to the election of a Clerk.

Mr. Kille nominated Mr. Darmon, of Gloucester.

Peter D. Vroom, (late clerk,) was also nominated.

The following is the vote:

For Mr. Darmon, (Dem.)—Messrs. Barricklo, Bathgate. Beatty, Beers, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Kille, Lafetra, Opdyke, Osbourn, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Schoonmaker, Vorhis, Winans, Willever, Wooley, White—31.

For Mr. Vroom—Messrs. Albertson, Baldwin, Barret, Bartlett, Brown, Buckley, Cook, Edmunds, Elmer, Harker, Hatfield, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jenkins, Jones, Keen, McDonald, Muchmore, Parry, Perry, Plummer, E. C. Smith, Tomlin, Wells, Ward, Whritenor —29.

Mr. Darmon was declared duly elected. Not being present, Mr. Vroom consented to officiate until the new clerk should arrive.

Mr. Lafetra moved to proceed to the election of Engrossing Clerk.

John Hood, (Dem.) of Cumberland, and E. A. Acton, of Salem, were nominated.

Mr. Hood received 32 votes, and Mr. Acton 28 votes. Mr. Hood was declared duly elected.

Mr. Dutcher moved the appointment of a committee to procure stationery for the use of the House, and Messrs. Dutcher, R. S. Demarest, and Elmer were appointed.

Mr. Gould moved the appointment of a committee on joint rules. Adopted, and Messrs. Gould, Pennington and Parry were appointed.

Mr. Wells moved to proceed to the election of assistant clerk. Adopted.

Edward I. Pitcher, (Dem.) of Monmouth and Harrison Moore, of Cumberland, were nominated.

Mr. Pitcher received 32 votes, and Mr. Moore 28. Mr. Pitcher was declared duly elected.

Mr. Wells moved to proceed to the election of a doorkeeper.

Wm. Beatty, (Dem.) of Warren, and Thos. A. Potts, of Burlington, were nominated.

Mr. Beatty received 31 votes and Mr. Potts 29.

A resolution was adopted to inform the Senate of the organisation of the House.

A message was received from the Senate informing the House of the appointment of a committee to wait on the Governor, and requesting the appointment of a similar committee by the House. Concurred in, and Messrs. R. S. Demarest, Lafetra, and Perry were appointed.

On motion of Mr. Osbourn, the doorkeeper was authorised to procure two assistants at a cost not exceeding $1 a day.

Mr. Wells offered a resolution authorising the clerk to procure postage stamps for the use of members in their official correspondence. Adopted.

Mr. Gaunt moved a reconsideration of the vote on postage stamps, in order to enable his colleague, Mr. Collom, to offer an amendment.

Mr. Collom stated that he desired simply to have the affix "for official correspondence" stricken out and the resolution made in conformity to that of the Senate.

The motion to reconsider was lost.

At this point the Governor's message was received by the hands of his private secretary, Francis Price. See appendix.

On motion, the Message was read.

On motion of Mr. Beatty, 1500 copies of the Message were ordered to be printed for the use of the House.

Mr. Ward, of Hudson, gave notice of a bill to regulate the rate of interest in this state.

Mr. Dutcher offered a resolution to meet hereafter at 10 A. M. and 3 o'clock, P. M. Adopted. Adj.

AFTERNOON SESSION.

Mr. Darmon, the clerk elect, appeared, and was qualified.

Mr. Osbourn moved that each member be furnished with a eopy of Nixon's digest.

Mr. Tomlin moved an amendment to include Gifford's Index. Adopted.

The resolution as amended, was then adopted,

Mr. Barrett gave notice of a bill to incorporate the Washington Market Co. of Camden.

Mr. Baldwin gave notice of a further sup. to Belville R. R. Co.

Mr. Dutcher gave notice of a bill to authorise city of Trenton to purchase land for a public square, and to improve the same.

Adjourned.

SENATE.

FRIDAY, Jan. 11.

Prayer by Rev. Mr. Street. (This gentleman, and not Mr. Vanhorn, as stated, officiated on Thursday.)

Bills Introduced.—By Mr. Rea, to restore section No. 15 in the bill to incorporate the Hackettstown Bank, passed at last session. (This section was lost by the neglect of the engrossing clerk.)

Mr. Allen called attention to the disadvantages that would result from the introduction of a heater in the Senate-chamber, as proposed by the committee appointed to examine into the matter. He said that while a member of the House, his throat had been seriously affected by the gas arising from the furnace, and he hoped the Senate would not proceed with the introduction of the new heater, until a thorough test has been given it in the lower House.

Mr. Riggs remarked that the committee had only consented to the introduction of the apparatus upon the positive assurance of the Treasurer and builder, that all disagreeable consequences should be obviated.

Mr. Chetwood remarked, that it was possible that the effects alluded to by Mr. Allen had not been produced by the gas. He had never heard that general disadvantage of the character in question had resulted from the heater in the Assembly-chamber. He hoped that, at all events, the experiment would be tried in the Senate.

Messrs. Diverty and Franklin corroborated Mr. Allen's statement as to the evil effects of the gas upon the health while in the lower House.

Mr. Allen moved that the Treasurer be directed to stop the progress of the work for the present. The resolution was adopted, 9 to 7.

Mr. Martin offered a resolution that when the Senate adjourn, it adjourn until Monday afternoon, at 3 o'clock. Adopted, 12 to 3—(Alexander, Diverty and Riggs.)

That part of the Governor's Message in relation to the militia, was, on motion, referred to the Militia Committee.

Mr. Allen, from the Committee on Rules, reported those of last session, with some slight amendments, which were adopted, and one hundred copies ordered to be printed, under the direction of the committee.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

The Speaker laid before the House the the following list of joint and standing committees:

Joint Committees.

Treasurer's Accounts—Lafetra, Schomp, White, Perry, Whritenor.

State Prison—Winans, Carr, Willever, Barrett, Ward.

Passed Bills—Demott, Collom, Wooley, Keen, Muchmore.

Library — Osborne, Obdyke, Doremus, Bartlett, Cook.

Asylum—Schomp, Pennington, Beatty, Hopping, Edmonds.

Printing—Rittenhouse, Demarest, Gould, Jenkins, Hoagland.

Standing Committees.

Judiciary—Dutcher, Schomp, Kille, McDonald, Tomlin.

Corporations—Beatty, Buckley, Lafetra, Robins, Parry.

Ways and Means—Gould, Budd, Collom, Elmer, E. Howell.

Agriculture—White, Demarest, Sergeant, Jones, Plummer.

Elections—Doremus, W. Smith, Barriclo, Hutchinson, Herbert.

Education—Collom, Robins, Beers, McDonald, Ward.

Engrossed Bills—Gaunt, Osborne, Willever, Perry, Baldwin.

Municipal Corporations — Pennington, Rittenhouse, Dutcher, Parry, Brown.

Militia—Demarest, Budd, Bathgate, Hatfield, Jenkins.

Unfinished Business—Obdyke, Frambes, Wells.

Incidental Expenses—Demott, Vorhis, Schoonmaker.

Bills Noticed.

Mr. Barrett, supplement to charter of Camden city.

Mr. Elmer, to amend an act relative to draw on Elizabeth creek bridge.

Mr. Beers, relative to Keyport bridge.

Mr. Parry, to confirm certain deed to Isaiah Toy.

Bills Introduced.

Mr. Ward, supplement to usury laws.

Mr. Barrett, to incorporate Washington market.

Mr. Elmer offered a resolution to adjourn over to Monday afternoon. Adopted.

Adjourned.

MONDAY, January 14, 1856.

SENATE.

3 o'clock, P. M.—Prayer by Rev. Dr. Hall. There being no quorum, the Senate adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Street.

Mr. Buckley gave notice of a bill to amend the city charter of Paterson.

Mr. Elmer gave notice of a supplement to Elizabethport and Staten Island Ferry company.

Mr. Barrett introduced a further supplement to Camden city. Adjourned.

TUESDAY, Jan. 15, 1856.

SENATE.

Prayer by Rev. Mr. Street.

Senator Allen offered the following concurrent resolution:

Resolved, (Assembly concurring,) That, in accordance with the recommendation of the Governor, a joint committee be raised to inquire into the expediency of passing further laws to increase safety in railroad travel.

Adopted, and Messrs. Allen and Laird were appointed said committee on the part of the Senate.

The President presented a communication from Mr. J. H. Frazee, inviting the Senate to attend the meeting of the State Agricultural Society, at the City Hall, today.

On motion of Mr. Martin, the invitation was accepted.

Bills Noticed.—By Mr. Riggs, supplement to the Jefferson Works, at Paterson, changing the name to the Rogers Locomotive and Manufacturing Company; by Mr. Bramhall, to incorporate the Long Dock Company; by Mr. Bramhall, supplement to Jersey City and Bergen Point Railroad Company; by Mr. Laird, to incorporate Long Branch and Sandy Hook Railroad Company.

Reports of Committees.—By Mr. Rafferty, (Corporations) supplement to Mount Hope Mining Company, with amendments.

Mr. Bramhall offered a concurrent resolution, referring so much of the Governor's message, as relates to the enlargement of the Library, to the joint committee on Public Grounds and Buildings. Adopted. Adj.

AFTERNOON SESSION.

The supplement to the Mount Hope Mining Company was taken up on its second reading, read and agreed to—and then, on motion of Mr. Riggs, postponed for the present.

A message was received from the House, announcing their concurrence in the concurrent resolutions relative to the enlargement of the library, and the appointment of a joint committee to consider the expediency of passing further laws to increase safety in railway travel.

Bills introduced.—By Mr. Smith, supplement to act for the better relief and employment of the poor of Salem county; by Mr. Robertson (under suspension of the rules), further supplement to the "Act respecting Executions, and regulating the sale of personal estate by virtue thereof."

Bills noticed.—By Mr. Bramhall, to incorporate the Hudson and Bergen Gas Light Company; by Mr. Laird, to authorize the erection of a bridge over Manasquan river. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Dr. Hall.

Petitions.—Mr. Winans, from heirs of Margaret Bradford, to legalize a will. Referred to Judiciary Committee.

The Speaker laid before the House an invitation to attend the State Agricultural Society. Accepted.

Bills Noticed.—Mr. Schoonmaker, to charter Domestic Bank of Paterson. Mr. Bartlett, to regulate Oyster measures in Burlington and Atlantic. Mr. Jenkins, to amend charter of city of New Brunswick.

Bills Introduced.—Mr. Beers to charter Keyport and Matewan Bridge Company.

The resolution from the Senate, referring so much of the Governor's message as refers to the safety of railway travel, was concurred in, and Messrs. Lafetra, McDonald, and Parry, were appointed.

The resolution relative to State Library was also concurred in. Adjourned.

AFTERNOON SESSION.

The Speaker announced the following as the joint committee (on the part of the House) on Grounds and Buildings: Messrs. Kille, Winans, Wooley, Herbert and Buckley. [This committee was inadvertently omitted from the list by the Speaker last week.]

Bills noticed.—By R. S. Demarest, supplement to charter of Northern Railroad; to authorize construction of a bridge over the Hackensack river; Mr. Wells, to prohibit the naturalization of aliens by the courts of this state.

Mr. Tomlin offered a resolution that no private bills be received after the first Friday of February.

Mr. Pennington moved to lay the resolution on the table, which motion prevailed—29 to 20.

Mr. Pennington wished to call the attention of the House to certain rumors in relation to the conduct of the committee appointed to invite the clergy of the city to open the sessions with prayer. It was currently reported that a portion of the clergy only had been invited. He was opposed to the resolution, believing the House had nothing to do with any ecclesiastical matters, but the resolution having been passed, it was proper that no distinctions should be made in the invitations. As some members of the committee were in their seats he hoped that they would explain.

Mr. Kille said that he was a member of the committee, but knew nothing of the matter, the chairman having never called upon him or called a meeting of the committee. He had supposed it the duty of the chairman to consult the other members, but this had not been done, and he knew nothing about the arrangement.

Mr. Hopping said that Mr. Gould spoke to him upon the subject on Friday evening, but as he was about leaving for home, no conclusion was come to, and the first he knew of the action of the committee was on seeing the report published in the Trenton papers.

Mr. Winans said it was plain that there had been no consultation among the different members of the committee, and as Mr. Gould was now absent, he hoped that the matter would be postponed until such time as he was present, and could have an opportunity to explain his action.

The subject was accordingly postponed.

Mr. Tomlin moved to adjourn. Lost.

Mr. Wells moved a call of the House, when fifty members answered to their names.

Mr. Elmer introduced a bill to amend the act authorizing the construction of a draw or swing bridge over Elizabeth Creek.

Adjourned.

WEDNESDAY, Jan. 16, 1856.

SENATE.

Prayer by Rev. Dr. Hall.

Petitions, &c.—By Mr. Speer, from managers of the New Brunswick Savings Institution, for privilege to charge 7 per cent.

Reports of Committees.—By Mr. Speer (Judiciary), relative to the publication of the documents accompanying the Governor's message.

Ordered third reading.—Supplement to Mount Hope Mining Company.

Bills noticed.—By Mr. Martin, further supplement to act concerning costs in criminal cases; by Mr. Robertson, to incorporate Hibernia Iron Company.

Bills introduced.—By Mr. Riggs, supplement to Jefferson Machine Works, of Paterson.

Mr. Riggs offered a resolution, directing the treasurer to procure a clock for the Senate chamber. Adopted. Adj.

AFTERNOON SESSION.

Reports of Committees—By Mr. Speer, (Judiciary,) supplement to Act for better relief and employment of the poor of the county of Salem; further supplement to Act respecting executions.

Mr. Speer offered a resolution that five hundred copies of the Governor's Message and accompanying documents, be printed for the use of the Senate.

Mr. Speer, from Judiciary Committee, reported a Joint Resolution, directing the Governor to cause copies of Nixon's Digest to be distributed to the President of the United States, and other Federal officers—which was read and agreed to, and ordered to a second reading.

A message was received from the House, announcing the appointment of several joint committees, and the adoption of a concurrent resolution to raise a joint committee to investigate the subject of roads. The concurrent resolution was agreed to,

and Messrs. Martin and Laird appointed on said committee, on the part of the Senate.

Bills noticed—Relative to rates and fares on railroads in this state.

Mr. Rafferty, from the committee on corporations, reported the supplement to the Jefferson machine works. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Street.

Petitions, &c.—Mr. Wooley, a petition to alter the line between Mercer and Monmouth, by dividing Millstone township and joing it to East Windsor, in Mercer—making the Assanpink the line. Referred to municipal corporations. Mr. Beers in favor of Keyport and Matewan bridge. Mr. Hutchinson on the same subject; also, for preventing the manufacture and sale of adulterated liquors.

Mr. Gould, from the committee on rules, reported rules of last session, with a few alterations—all motions to be reconsidered by the same vote that passed them. Ordered to be printed.

Mr. Lafetra gave notice of a supplement to Freehold and Jamesburg Railroad.

Mr. Schoonmaker, to set off a part of Manchester, in Passaic, to Saddle River in Bergen.

Mr. Plummer, to pay witnesses and constables fees in certain cases.

Mr. Bartlett, a further supplement to Delaware Bay Railroad.

Mr. Wells, to annex Pillsgrove, in Salem, to Cumberland.

Mr. Ward, for the appointment of commissioners to fix certain water front in Jersey City.

Mr. Baldwin, a further supplement to Belville Railroad, in Essex.

Bills introduced.—Mr. Parry, to confirm a deed from Clement Hance to Isaiah Toy.

Mr. Pennington said the chairman of the committtee (Mr. Gould) to invite the clergy to open the sessions with prayer, was now in his seat; he would like to inquire whether all the clergy had been invited, or only a part.

Mr. Gould replied that he was waited upon, shortly since, by the chairman of the committee of the Senate, who informed him that satisfactory arrangements had been made for the supply of both Houses, without disappointment. Two clergymen were set down to officiate each week. He (Mr. Gould) did not inquire whether all the clergymen in the city were included in the invitation. The committee had not yet made their report to the House, and their action was not, therefore, legitimately, a subject of discussion. They would be prepared to report shortly.

Mr. Pennington. This is hardly satisfactory. I wish to know directly if it is the intention of the committee to invite *all* the clergy?

Mr. Gould. We shall be able, I trust to answer this in our report.

Mr. Baldwin offered a resolution to appoint a joint committee to inquire into the expediency of an act requiring road improvements, as recommended in the Governor's message. Adopted, and Messrs. Baldwin, Robins, and Rittenhouse were appointed.

The chair announced the following standing committee, omitted in his list: On Banks—Messrs. Lafetra, Pennington, Demott, Keen and Bartlett.

Mr. Schoonmaker moved to dispense with this committee.

The Speaker said it was required by the rules. Adj.

AFTERNOON SESSION.

Mr. Beatty (Corporations) reported the bill relative to Washington Market in Camden, and the draw in the bridge over Elizabeth Creek.

Mr. R. S. Demarest gave notice of a bill to repeal the act relative to plank and turnpike roads, passed last session.

Mr. Muchmore offered a resolution to furnish each member with a copy of Cushing's Manual. Adopted.

Mr. Gaunt gave notice of a bill to charter Empire Manufacturing Company of Beverly.

Mr. Dutcher gave notice of a bill to alter the county line between Monmouth and Mercer.

Mr. Pennington offered a concurrent resolution for a Joint Committee on Joint Rules. Adopted, and Messrs. Pennington, Muchmore and Dutcher appointed. Adj.

THURSDAY, Jan 17.

SENATE.

Prayer by Rev. Mr. Street.

The President presented a communication from the New Jersey Historical Society, inviting the Senate to attend the annual meeting of said society, in this city, to-day. On motion of Mr. Martin, the invitation was accepted.

Bills introduced.—By Mr. Rea, relative to freights and fares on railroads in this state; by Mr. Martin, supplement to act concerning costs in criminal cases; by Mr. Robertson, to incorporate Hibernia Iron Company; by Mr. Bramhall, to incorporate Long Dock Company.

Mr. Martin offered a resolution that when the Senate adjourn, it adjourn until ten o'clock to-morrow morning. The object of this resolution, he said, was to afford Senators an opportunity to attend the meeting of the Historical Society. The resolution was adopted.

Ordered third reading.—Supplement to act for the better relief and employment of the poor of Salem county.

A message was received from the House announcing the passage of a concurrent resolution to raise a joint committee to report rules for the government of both houses. The resolution was concurred in, and Messrs. Robertson and Allen were appointed on the part of the Senate.

The President presented a communication from the Secretary of State, giving an abstract of the late census.

Bills noticed.—By Mr. Smith, supplement to act to regulate elections; by Mr. Cowperthwaite, to incorporate Odd Fellows' Hall Association, of New Egypt; by Mr. Speer, supplement to charter of the city of New Brunswick; by Mr. Smith, authorizing the inhabitants of Salem township to vote by ballot.

Passed.—Supplement to Mount Hope Mining Company. Adj.

HOUSE OF ASSEMBLY.

Prayer by Rev. Dr. Hall.

The Speaker laid before the House an invitation from the New Jersey Historical Society to attend the annual meeting of the society, in Trenton, to-day. Accepted.

Bills noticed.—Mr. Hatfield, to authorize the New York and Erie Railroad Company to hold real estate; Mr. McDonald, to incorporate the Railroad Trust Company; Mr. E. Smith, to charter Bloomfield Park and Agricultural Association; Mr. Schomp, a supplement to Pea Pack and Plainfield Railroad Company.

Mr. Gaunt introduced a bill to incorporate Empire Manufacturing Company of Beverly.

Mr. Pennington offered a resolution instructing committee to invite clergy to open the sessions with prayer—to invite *all* the clergy.

Mr. Lafetra thought it was an omission, which should be corrected. He himself had floating over him the banner of religious toleration, and could not consent to making any distinctions in the selection of clergymen.

Mr. Cook inquired what clergymen had been omitted.

Mr. Lafetra said he understood that the Catholic clergymen had not been invited.

Mr. Collom called for the reading of the original resolution.

It was read, and expressly states that the clergymen of Trenton should be invited.

Mr. Collom said the resolution was entirely satisfactory to him; it contemplated an invitation to *the* clergy of Trenton.

Mr. Perry said the committee had not yet reported, and moved that the resolution be referred to the committee.

Mr. Kille, as one of the committee, said he had not been consulted, and certainly was opposed to making any distinction.

The resolution to refer it to the committee was adopted.

Mr. Dutcher gave notice of a supplement to Delaware Fire Co., of Bloomsbury, Burlington county.

Mr. Dutcher, from the judiciary, reported a bill to legalize the will of Margaret Bradford; also, to authorize the city of Trenton to purchase land for a public square.

Mr. R. S. Demarest introduced a bill to repeal act relative to plank and turnpike roads.

Mr. Lafetra offered a resolution requiring all printing for the House to be receipted for by the clerk. Adopted.

The rules having been suspended, on motion of Mr. Lafetra, the petitions relative to Matewan bridge were referred to the committee on corporations.

Mr. Perry offered a resolution to adjourn over to to-morrow morning, in order to attend the meeting of the Historical Society. Adopted. Adjourned.

FRIDAY, Jan. 18.

SENATE.

Prayer by Rev. Dr. Hall.

Petitions.—From citizens of Trenton, for a special charter for America Bank, with an increased capital.

The President presented the annual report of the state superintendent of public schools, of which the usual number of copies were ordered to be printed.

Bills noticed.—By Mr. Martin, supplement to Somerville Woolen Company.

Bills introduced.—By Mr. Riggs, further supplement to New Jersey, Hudson, and Delaware Railroad Company; by Mr. Cowperthwaite, to incorporate Odd Fellows' Hall Association, of New Egypt.

Passed.—Supplement to act for better relief and employment of the poor of Salem county.

Ordered third reading.—Supplement to Jefferson Machine Works, of Paterson; joint resolution relative to distribution of Nixon's Digest; further supplement to the "Act respecting executions, and regulating the sale of personal estate by virtue thereof."

Mr. Cowperthwaite offered a resolution that when the Senate adjourn, it adjourn to meet on Monday, at 3 o'clock. Adopted—13 to 3. Adj.

HOUSE OF ASSEMBLY.

Prayer by Rev. A. K. Street.

The state superintendent of public schools presented his annual report, and by permission read the same.

The report ends December 15, 1855.

Whole number of children in the state, between five and eighteen years	173,014
Number that have attended school the whole year (allowance being made for the usual vacations)	29,110
Number that have attended nine months, but less than twelve months	27,655
Number that have attended six months, but less than nine	27,205
Number that have attended three months and less	29,307
Number over eighteen years that have attended	1,646
Whole number attending school	114,923
Being an increase over the preceding year of	9,883

Amount of money raised and appropriated to school purposes:

By tax	$258,158.30
By tax for building school houses	90,439.67
State appropriation	80,000.00
By townships for school purposes	46,670.67
Total	$475,168.64

Being an increase over the preceding year of $86,596.78, a greater increase than has been exhibited in any former year.

A history of the legislation of the last session, in respect to the Normal School, is given, and the final erection of a building in Trenton, is referred to. The project is strongly urged on the legislature. Improved and more liberal legislation is also urged. Teachers' Institutes are represented as valuable auxiliaries. Seven hundred copies of Webster's dictionary have been purchased and distributed under the act; more will be required to supply the demand.

Mr. Demarest moved the usual number be printed for the use of the House, under the direction of the printing committee.

Mr. Harker moved that five hundred more be printed than usual, making two thousand.

Mr. Kille thought that fifteen hundred would be enough.

The amendment was carried and the resolution adopted.

The Speaker laid before the House a report from the commissioners to codify the school laws of the state.

The principal objects had in view in the formation of their bill, which accompanies the report was, first, to put the education of children of the state within the power of all; to do this, they ask of the legislature an appropriation from the treasury, and the right to impose a township and district poll and property tax. The second object has been to make the education of children of the state the business and work of the state and people; to effect this, they report the organization of a state board, and county and township boards of education, and trustees of district schools, as in their view the best means of obtaining this end. The commissioners further submit that a general power of supervision of the work of education should be vested in a body of men who will appreciate the value and weight of their trust, who will from time to time commend such modifications of the system as the progress of events may render necessary. The secretary of this board is to be ex-officio the state superintendent of public schools, and the commissioners ask for him a fair compensation. Their third object has been to secure competent, reliable and responsible teachers, and they think they have made a satisfactory provision for this object. The fourth object of the commissioners has been to make such provisions, with regard to the school districts, as will avoid the embarrassments which occurred under former laws. Their bill provides that all controversies on this subject shall be submitted to a board appointed by the people. They believe that the review and examination of these cases, by such boards, will, in a short time, render our school system in every respect what it should be.

On motion of Mr. Ward, the same number of copies as the school report, (two thousand) were ordered to be printed.

Bills noticed.—Mr. Gaunt, to incorporate Union Works at Beverly. Mr. Winans, to charter Railroad Trust Company. Mr. Beatty, to charter Warren Foundery and Machine company. Mr. Harker, supplement to Camden and Atlantic Railroad company.

Bills introduced.—Mr. Ward, to appoint commissioners to fix water front on Hudson river; Mr. Schoonmaker, to set off part of Manchester, in Passaic, to Bergen.

Resolutions.—Mr. Demarest, to adjourn over to Monday afternoon. Adopted. Mr. White, to furnish each member with the "Legislative Guide." Postponed to Tuesday next, on motion of Mr. Dutcher.

The committee on joint rules, through Mr. Pennington, reported joint rules of last year. Adopted. Adjourned.

SENATE.

MONDAY, Jan. 21.

3 *o'clock, P. M.*—Prayer by Rev. Mr. Clements.

There being no quorum (only 6 members present) the Senate adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorn.

Mr. Dutcher presented a petition from Henry Hatfield, of Lawrence township, Mercer county, asking for the repeal of an act passed at the last session, supplemental to the act respecting judgments for seduction, &c., which is said to have been passed with special reference to a case in the Mercer courts.

Mr. Pennington, one in favor of altering the Monmouth and Mercer line.

Mr. Dutcher gave notice of a bill respecting public schools in Trenton.

Mr. Dutcher introduced a bill to alter the line between Monmouth and Mercer.

Ordered 3d reading—To incorporate the Washington Market Company; supplement to bill authorizing the construction of a draw or swing bridge over Elizabeth Creek; to legalise the will of Margaret Bradford. Adj.

TUESDAY, Jan. 22.

SENATE.

Prayer by Rev. Mr. Vanhorn.

The President presented the report of the trustees of the Theological Seminary at Princeton. [The trustees are required by charter to report once every five years.]

Bills introduced.—By Mr. Martin, supplement to the Somerville Woolen Company; by Mr. Rafferty, supplement to act relative to appointment of commissioners for taking proof of deeds.

Bills noticed.—By Mr. Allen, to incorporate Mazzini Bank, at Beverly; by Mr. Riggs, supplement to act to regulate practice of courts of law.

Reports of committees.—By Mr. Rafferty, (corporations) to incorporate Long Dock Company; to restore section 15th in act to incorporate Hackettstown Bank.

Passed.—Supplement to act respecting executions—15 to 1; supplement to Jefferson Machine Works, at Paterson—16 to 0; joint resolution relative to distribution of Nixon's Digest—17 to 0. Adj.

AFTERNOON SESSION.

Mr. Chetwood presented the annual report of the Elizabeth Savings Institution.

Bills noticed.—By Mr. Allen. act relative to turnpike companies; by Mr. Chetwood, to increase numbers and powers of township committee of Orange, Essex county; by Mr. Somers, to authorize inhabitants of Egg Harbor, in Atlantic, to vote by ballot.

Bills introduced.—By Mr. Speer, supplement to charter of New Brunswick; by Mr. Bramhall, supplement to Somerville and Easton railroad.

Reports of committees.—By Mr. Speer, (Judiciary) supplement to act relative to commissioners of deeds.

By Mr. Rafferty, (Corporations) to incorporate Odd Fellows Hall Association, of New Egypt.

A message was received from the Governor, transmitting the annual report of the State Directors of the Joint Companies; of which the usual number were ordered to be printed. From this report, we make the following brief summary:

The canal and railroads of the company have been kept in good working order.

The number of passengers carried on the roads of the company, during the past year, were as follows: In the Camden and Amboy line from Philadelphia to New York, 33,625 first class passengers; passage money received, $93,414 75: the transit duty thereon $3,362 50; excursion passengers, Philadelphia to New York and return, 424; passage money $1326; transit duty $84 80.

Emigrant passengers, Philadelphia to New York, 11,442; passage money, $17,-281 84; transit duty, $1,144 20. By the same lines the first class passengers, New York to Philadelphia, are 30,334; passage money, $84,407 75; transit duty, $333 47; 123 way excursions from New York towards Philadelphia; transit duty $24 60.

Gross amount for way excursion passengers, between New York and Philadelphia, $2566 12; emigrant passengers, New York to Philadelphia, 31,377½; passage money, $50,454 56; transit duty, $3137 75; 959

dutiable way passengers between Philadelphia and New York; transit duty, $95 90.

Gross amount received for way passengers between Philadelphia and New York, $5,372 62.

Passengers between Philadelphia and Amboy, 467; passage money, $926 57.

Then follows a statement of the passage money received from the intermediate places along the lines of railroads and steamboats.

The number of passengers by the mail pilot line and New Jersey accommodation lines from Philadelphia to New York via Trenton, is 83,755.

Amount of passage money, $256,103 98; transit duty, $8,375 50.

The number of southern and western passengers is 75,876½.

There has been 54,359 tons and 900 weight and 51 pounds of freight carried through, between New York and Philadelphia, subject to a transit duty of $10,882 98.

The whole amount received for freight is $395,678 24.

The amount received for the transportation of the United States mail is $15,022 75.

The amount received for steam towing is $81,917 73.

A number of other small receipts are named.

The gross receipts of the railroad and branch for the year ending December 31st, amounted to $1,501,787 57, and the expenditures for the same period were $870,557 89.

The number of non-dutiable passengers for the year is 42,690.

BUSINESS OF THE CANAL.

There has been transported through the canal 1,356,361 tons of coal; 11,169,818 feet of timber and lumber; 1,335,765 bushels of grain; 257,621 barrels of flour; 36,336 and 1,600 and 97 pounds of iron; 159,776 tons and a fraction of general merchandize.

The whole revenue, accruing to the state for the year 1855, from both sources, will be found to be one hundred and twenty-nine thousand six hundred and forty-eight dollars and eighty-three cents. Adj.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Clements.

The Speaker laid before the House the statement required by law of the condition of the Theological Seminary at Princeton. Their real estate is valued at $88,000. They have a permanent fund of $96,000, and draw from another fund under the General Assembly about $4000 per annum. The library of the Seminary has 13,680 volumes.

Mr. Beers, a remonstrance against Matewan and Keyport bridge. Mr. Hutchinson, a petition in favor of said bridge.

Bills introduced.—Mr. R. S. Demarest introduced a bill to authorize the erection of a bridge over the Hackensack; Mr. Harker, a further supplement to Camden and Atlantic railroad company; Mr. Lafetra, supplement to Jamesburg Agricultural railroad; Mr. Dutcher, supplement to Delaware fire company; Mr. E. Smith, to charter Bloomfield Agricultural Park Association.

Bills noticed.—Mr. Lafetra gave notice of a bill relative to government of life boats on New Jersey coast; Mr. Parry to incorporate the South Jersey and Air-Line railroad company; Mr. Gould, to change the name of Benj. Swain to Benj. Whiting.

Several bills were received from the Senate and referred.

The bill to incorporate the Matewan and Keyport Bridge Company was called up.

Mr. Lafetra said the bill was before the House in an illegal form, and called for the reading of the notice of publication.

The chairman of the committee on corporations being absent, the bill was postponed.

Adjourned.

AFTERNOON SESSION.

Mr. E. C. Smith gave notice of a bill to purchase Mitchell's New Map of the United States for common schools.

Mr. Buckley, from the corporations' committee, reported a further supplement to Mount Hope Mining Company; also to incorporate the Empire Manufacturing Co.

A message was received from the Governor inclosing the annual report of the State Directors of the Railroad and Canal Companies. (See Senate proceedings.)

Mr. Pennington gave notice of a supplement to the city of Newark.

Mr. Dutcher, from the Judiciary, reported a bill to confirm a deed to Isaiah Toy; also, supplement for the better relief and employment of the poor in Salem county.

Mr. Jenkins gave notice of a bill to incorporate the Keyport and Matewan bridge company.

Ordered third reading.—Supplement to Mount Hope Mining Company (authorizing an increased number of shares, to an amount not exceeding $300,000; supplement for the better relief and employment of the poor in Salem county, (allowing persons to receive support without being sent to the poor house.)

The resolution to furnish each member with a copy of the "Legislative Guide," was taken up.

Mr. Dutcher moved that the resolution be indefinitely postponed.

Mr. Jenkins said he would like to hear some explanation. From the title of the book, it would appear to be of some use to new members. If it was only for the purpose of extravagance, he would be opposed to it.

Mr. Muchmore made similar remarks.

Mr. Harker asked the gentleman from Mercer to give some information on the subject.

Mr. Dutcher said he had made a partial examination of the book, and was satisfied it would not answer any better purpose for the members of the House, than "Cushing's Manual," and the clerk having been authorized to procure copies of that for the members, he voted against the resolution to furnish the "Legislative Guide," on the ground that both would be unnecessary. He was willing, however, to postpone the resolution until the gentleman who introduced it was in his place.

Mr. Jenkins then moved to postpone till Thursday. Adopted. Adjourned.

SENATE.

WEDNESDAY, Jan. 23.

Prayer by Rev. Mr. Clements.

Reports of Committees.—By Mr. Rafferty (corporations) to incorporate Hibernia iron company.

Mr. Riggs, from the committee on finance to whom was referred so much of the Governor's message as relates to the subject of usury, presented an elaborate report, which was read, as follows:

THE COMMITTEE ON FINANCE, to whom was referred so much of the Governor's Message as relates to the subject of usury, beg leave to report:

That money only differs from other property in being the standard of value and medium of exchange established by law, and as such standard, although more uniform than any other species of property, still it is subject to constant mutation, increasing or lessening its relative value as measured by other property. Excessive issues of paper money tend to lessen its value, or large exports of the precious metals, to increase it, by increasing in the one case the amount of the circulating medium and diminishing it in the other. The difference then between it and other property is the same in kind, only differing in degree. Other property rises in price when the demand exceeds the supply, and falls when the supply exceeds the demand.—Money being made by statute an exception to this salutary law, the rate of interest does not vary with the ever varying demand. Hence, when money acquires a value beyond the rate fixed by statute, borrowers cannot obtain it without violation or evasion of law, and embarrassment and bankruptcy are the frequent result.—Viewing the matter in this light, your committee can perceive no good reason why all the rights of property should not belong to the owners of money—among others that the right to sell it for the best price he can get.

It is asserted that government created money, and that the creator has the right to determine the terms upon which lenders may dispose of it. Your committee cannot perceive how government can create money. The fact that they are exceedingly prone to create debts is evidence that they cannot create money. In one of the states of this Union, the people dug the gold from the earth, private mints coined it into eagles, half and quarter eagles, and it circulated as money and was money, long before a government was established. In truth, government merely coins the gold into convenient pieces, for which service the owner pays, and government no more creates the money than it does the barrel of flour upon which its inspector puts his brand, declaring its quality.

Your committee are satisfied that a rate of interest should be fixed by statute to apply to all cases when no special contract is made; when that is done, government has discharged its whole duty. When it goes farther and denies to the citizen the right to lend or borrow money upon such terms as suits him, it in effect declares him incompetent to manage his own business or protect his own interests, and robs him of a natural right.

It is further alleged that the repeal of usury laws has been oppressive to borrowers where it has been tested. This allegation, we conceive, is scarcely sustained by the facts.

The banks of England and Amsterdam are subject to no restrictions whatever, and nowhere in the world is the rate of interest

ower. In over twenty of the states of this union, the usury laws are so lenient as merely to forfeit the interest upon usurious transactions, which operates practically as an entire repeal without giving dissatisfaction to the people, or retarding the prosperity of the state. Your committee on the contrary believe that a repeal of the usury laws would operate in favor of the borrower by retaining in the state a large amount of capital which now passes into other states where the rate of interest is higher, thus increasing the capital and of consequence the competition among lenders and ultimate reduction of the rate of interest.—But admittting for the moment, that the repeal of the law will raise the rate of interest, and thus bear hard upon the borrowers. Is it unjust? Has not the capitalist the same right to determine what he will take for the use of his money, as for the use of his house, and might not the tenant with equal propriety ask the legislature to protect him against exorbitant rents; in fact to renew all the old sumptuary laws of Queen Elizabeth's time, fixing the price not of money alone, but of shoes, hats and everything else. If the doctrine cannot be be carried out without violating all our cherished principles of free government, it proves its unsoundness.

There is still another reason of much force why the usury laws should be modified. The moral sentiment of the people does not approve and sustain them. So utterly are they disregarded, that in New York city where the law is peculiarly stringent, punishing its violator by fine and imprisonment, the price of money is daily advertised in the newspapers often 6 or 8 per cent. above the legal rate, and no man has yet been punished for usury; on the contrary any person who should plead usury on a special contract, would be forever disgraced.

Your committee concur cordially in the recommendation of a uniform rate of interest throughout the state. The same causes that induced the people living near New York, to demand an increase of the rate, operate on the districts adjoining them, and we are quite unable to find a line between the Hudson and the Deleware where seven per cent. should cease, and six per cent. begin to be the legal rate of interest.

M. B. BRAMHALL,
JETUR R. RIGGS,
A majority of the committee.

Mr. Allen said this was the report of the majority of the committee. He, as the minority, differred entirely from the majority except upon the point, viz: the establishment of a uniform rate of interest. Here he agreed cordially with the majority, and he thought the uniform rate should be six per cent. No state has improved more rapidly than New Jersey has done under the laws at present regulating this subject.—The abolition of the usury laws, he thought, would be disastrous to the state, as it must build up a body of shavers, who could impose upon the borrower any rate of interest they choose. He stated that West Jersey asked no change in the laws now existing, and insisted that the agricultural community is almost unanimously opposed to any interference therewith.

Mr. Depew moved that the usual number of copies of the report be printed, which was agreed to.

Bills introduced.—By Mr. Chetwood, to increase the number and powers of the township committee of Orange township, Essex county; by Mr. Allen, to authorize the Mechanics and Manufacturers' bank of Trenton to increase their capital; by Mr. Laird, joint resolution relative to the protection of lives and property on the coast of New Jersey; by Mr. Rafferty, to incorporate the Hunterdon county agricultural society; by Mr. Bramhall, supplement to Bay City company.

Bills noticed.—By Mr. Chetwood, to charter the Newark and Hudson railroad; by Mr. Rea, to set off part of Hackettstown township to Mansfield in Warren county.

Ordered third reading.—To restore section fifteen to bill to incorporate Hackettstown bank; to incorporate Hibernia iron company; supplement to act relative to commissioners of deeds.

Reports of committees.—By Mr. Roberts (unfinished business) sundry bills left over from last session.

By Mr. Rea (municipal corporations) supplement to city of New Brunswick.

By Mr. Rafferty (corporations) supplement to New Jersey, Hudson and Delaware railroad.

Bills noticed.—By Mr. Laird, to incorporate Farmers and Oystermen's Bank at Keyport; by Mr. Bramhall, supplement to Jersey City and Bergen Point plank road.

Mr. Riggs introduced a further supplement to the act regulating the practice of courts of law. Adjourned.

AFTERNOON SESSION.

The president presented the first annual report of the trustees of the state Normal School, which was read, on request, by Hon. R. S. Field, president of the board.—On motion of Mr. Riggs. 1000 copies were ordered printed. (See House proceedings.)

Reports of committees.—By Mr. Rafferty, (corporations) supplement to Bay City company; to incorporate Hunterdon county Agricultural Society.

By Mr Speer (judiciary) joint resolution relative to protection of lives and property on the coast of New Jersey; supplement to act regulating practice in courts of law.

By Mr. Rafferty (corporations) supplement to Mechanics and Manufacturers' Bank of Trenton.

Bills introduced.—By Mr. Allen, joint resolution, relative to Commodore Charles Stewart, of the United States Navy—referred to special committee of Messrs. Allen, Riggs and Bramhall; by Mr. Allen, to repeal parts of certain acts in relation to Turnpike Companies.

Mr. Rafferty gave notice of a bill to incorporate the Railroad Trust Company.

A message was received from the House, announcing the passage of certain bills, which were read by title, and appropriately referred.

The special committee, to whom was referred the joint resolution relative to Commodore Stewart, reported the same without amendment.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorn.

Mr. E. C. Smith presented a petition in favor of Bloomfield Park and Agricultural Association.

Mr. Buckley (corporations) reported Senate bills, supplement to Jamesburg Railroad, supplement to Jefferson Machine Works Company; also, supplement to Camden and Atlantic railroad company.

Mr. Collom (education) reported the bill from the commissioners to codify the school laws.

Mr. Demarest introduced a bill to incorporate the Northern railroad company.

Mr. Gould, to change the name of Benjamin Swain.

Mr. Pennington introduced a further supplement to Newark city.

Mr. Bathgate gave notice of a bill to make a new ward in Newark, the tenth ward.

Mr. Vorhis gave notice of a bill to set off a part of Alexandria township to Bethlehem, in Hunterdon county.

Mr. Osborn gave notice to charter a bank at Phillipsburg, Warren county.

Mr. Gaunt introduced a bill to incorporate the Union Works, of Burlington county.

Mr. R. S. Demarest, supplement against usury (7 per cent for Bergen).

Mr. Hatfield gave notice of a further supplement to Jersey shore improvement company; also, to introduce a bill to authorize the New York and Erie railroad company to hold land.

Mr. E. C. Smith introduced a bill to purchase Mitchell's new map for schools.

Mr. Dutcher, (judiciary) reported the bill asked for by the petition of Henry Hatfield, supplement to act for relief of persons held on civil process, passed at last session.

Bills passed.—To incorporate the Washington market house company, of Camden—54 to 0, explained by Mr. Barrett; to amend the act to authorize the construction of a draw or swing in a bridge over Elizabeth creek (explained by Mr. Elmer)—54 to 0.

[The bill validating the will of Margaret Bradford was postponed for the present, a letter against the same having been read from Mr. McCarty, of Sussex, interested in the same.]

Supplement to Mount Hope mining company, increasing number of shares—53 to 1 (Mr. Barrett); for the better relief and employment of the poor of Salem county—50 to 0.

THE NORMAL SCHOOL.

By permission, Hon. R. S. Field, president of the board of trustees of the State Normal School, read the first annual report. The report recites the proceedings of the board in their organization and in the selection of a site, &c. A tribute of high respect is paid to the gentlemen of Beverly, Orange, New Brunswick, &c. for the liberal offers and interest in the location of the school. The regulations of the school as to modes of teaching, admission of pupils, are clearly stated. The reasons why the normal school was located at Trenton:—it was a State institution, it was central, it would be under the eye of the legislature. The selection of officers is also alluded to, and it is stated that all have answered the highest expectations. The details of the arrangement for the buildings in Trenton are mentioned. The building, when completed, will be one of the best normal schools in the United States, and in its architectural beauty, an honor to the State. The school commenced with fifteen pupils, which has increased to forty-three. The board of in-

struction are represented as a highly efficient corps, and the mode of instruction is said to be the best that can be devised. The trustees conclude by saying that although they received no compensation, they would be satisfied if their labors resulted in giving to the State a band of well disciplined teachers.

On motion of R. S. Demarest, two thousand copies were ordered to be printed.

Adjourned.

AFTERNOON SESSION.

The bill to incorporate the Keyport and Matewan Bridge Company, was taken up.

Mr. Lafetra moved the indefinite postponement of this bill, and gave as a reason that it was illegally before the House. The proper notice had not been given. He read the statute, and showed that in the notice of publication the amount of capital had been omitted. Another bill, he said. had been noticed by the gentleman from Middlesex, which would meet all the people want.

Mr. McDonald opposed the motion. He said the notice required by the statute was merely directory, and it was not intended to defeat measures before the House, because every particular in the notice had not been complied with. It was only intended to prevent the people from being taken by surprise.

Mr. Lafetra still contended that the bill was not legally before the house.

The question was taken, and the motion was lost as follows:—

YEAS—Messrs. Barret, Barricklo, Bathgate, Beers, Budd, Carr, Cook, Demarest, T. W. Demarest (speaker), Dutcher, Frambes, Gaunt, Harker. Howell, Kille, Lafetra. Osbourn, Pennington, E. C. Smith, Schoonmaker, Willever, Ward, Wooley—23.

NAYS—Albertson, Baldwin, Bartlett, Brown, Buckley, Doremus, Elmer, Gould, Hatfield, Hoagland, Hopping, Hutchinson, Jenkins, Jones, McDonald, Muchmore, Obdyke, Perry, Parry, Plummer, Rittenhouse, Robins, Sergeant, W. Smith, Tomlin, Vorhis, Wells, Winans, Whritenor—29.

The bill was then read. A motion to make the draw 70 feet was lost. Mr. Barrett moved to make it fifty feet. Lost. Mr. Lafetra moved an amendment to require a lock large enough to admit vessels of 175 tons burthen. Lost. Mr. Barrett moved an amendment requiring the pileing to be driven three feet, and not less than two feet apart. Agreed to. The bill was then ordered to a third reading.

Mr. Buckley (corporations) reported the supplement to Delaware Fire Company, of Bloomsbury.

Mr. Demott gave notice of a bill to prevent incorporated companies from making excavations in Bergen Hill within certain limits, without the same being arched.

Mr. Howell, to prevent horses, cattle and swine from running at large in Hanover, in Morris.

Mr. Gould (ways and means) reported the Senate supplement respecting sales under executions.

Mr. Dutcher introduced a bill respecting Public Schools in the city of Trenton.

Adjourned.

THURSDAY, Jan. 24.

SENATE.

Prayer by Rev. Mr. Vanhorn.

Bills introduced.—By Mr. Rea, to set off part of Hackettstown, in Warren county, to Mansfield township; by Mr. Rafferty, to incorporate Railroad Trust Company; by Mr. Laird, supplement to act concerning roads; by Mr. Smith, supplement to act regulating elections.

Reports of committees.—By Mr. Rafferty, (corporations) to incorporate Washington Market House Company.

Passed.—Supplement to act concerning commissioners of deeds—13 to 4.

Ordered third reading.—To incorporate Hunterdon County Agricultural Society; to authorize the Manufacturers' and Mechanics' Bank, of Trenton, to increase their capital stock; to incorporate Washington Market House Company. [This bill, under a suspension of the rules, was subsequently passed, 13 to 4.]

Bills noticed.—By Mr. Roberts, to incorporate Haddonfield Banking Company.

Adjourned.

AFTERNOON SESSION.

Ordered third reading.—Joint resolution relative to the protection of lives and property of vessels wrecked upon the coast of New Jersey; supplement to act regulating practice of courts at law; supplement to New Jersey, Hudson and Delaware Railroad; supplement to Bay City Company; joint resolution relative to Commodore Charles Stewart, of the United States Navy.

Passed.—To incorporate the Hibernia Iron Company—17 to 2; to restore section 15th, to the act incorporating the Hackettstown Bank, (relative to an increase of capital,) said section having been lost by an omission of last year's engrossing clerk—15 to 4, (Messrs. Alexander, Depew, Rafferty and Robertson); to incorporate the Hunterdon county Agricultural Society—20 to 0.

Reports of committees.—By Mr. Rea (municipal corporations) to set off part of Hackettstown to Mansfield township.

A message was received from the House, announcing the passage of a resolution to go into joint meeting, and requesting the senate to name the time and place.

The message being read, Mr. Bramhall said it was not usual to go into joint meeting until after the accounts of the treasurer, &c., have been presented and acted upon. He moved, therefore, that the message lie upon the table for the present, which was agreed to. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Clements.

Mr. E. C. Smith offered a petition from Camden, in favor of Bloomfield Park and Agricultural Association.

Mr. Lafetra presented sundry remonstrances against Keyport and Matewan Bridge.

Mr. Dutcher called up the message of the Governor, transmitting the report of the State Directors of the Camden and Amboy Railroad and Delaware and Raritan Canal Company, and moved the usual number of copies be printed.

Mr. Muchmore said it was an important document, one which each member would like to have a number of copies of. and moved that two thousand copies be printed. Adopted.

Mr. Howell, a petition for an act to prevent horses, cattle, and swine from running at large in Hanover, Morris county.

Reports of committees.—Mr. Obdyke (unfinished business), reported to the House the unfinished business of last session. Ordered to be printed. By Mr. Dutcher (judiciary), to authorize Freeholders to erect a bridge over the Hackensack river; a further supplement relative to Orphans' Court and the power and authority of surrogates; by Mr. Ward (special), reported a bill respecting water fronts on Jersey City.

Bills noticed.—By Mr. Beatty, to authoize sale of a school house in Belvidere; by Mr. Hatfield. to better regulate and discipline the Hudson Brigade; by Mr. Demarest, supplement to Ramapo and Wehawken Plank Road Company; by Mr. Dutcher, a supplement to the act incorporating companies for the erection of buildings; Mr. Howell, for relief of Peter P. Stickel, of Morris; by Mr. Brown, further supplement to act respecting coroners.

Bills introduced.—By Mr. Osborn, to charter Phillipsburg Bank; by Mr. R. S. Demarest, to allow 7 per cent. interest in Bergen county.

Mr. White offered a resolution directing that all bills shall be read three times. Mr. W. then addressed the House on the subject, calling attention to the constitutional provision requiring all bills, &c. to be read three times. He had moved in the matter from a sense of propriety and a regard to the constitutional requirement.

Mr. Perry hoped the resolution would not pass. He believed that all bills are now read three times, first. entirely through, then by sections, and then on their final passage.

The resolution was laid on the table.

Mr. Bartlett offered a resolution (Senate concurring) that the House will adjourn *sine die* on the sixteenth day of February next.

Mr. Pennington moved to lay the resolution on the table.

Mr. Muchmore would be willing to vote for such a resolution if a later day was named—sometime in March; we ought to make the session shorter than the long session of last winter.

The motion to lay on the table was lost—10 to 44.

Mr. Muchmore moved to amend by naming March sixteenth.

Mr. Pennington said, year after year these motions were made, and they were intended for buncombe, and nothingelse. The proper way was to dispose of the business of the session and then go home.

Mr. Collom said, if we had power to set the day, we also had the power to alter it, if we found it necessary to do so. He was in favor of fixing a time for adjournment, in order that it might have effect at home—to induce those who had business to bring it here. It had been customary to complain of the legislators as a lazy set of fellows. Now, he wanted to stop that complaint and put the blame where it belongs. If our constituents kept us here three or four weeks without doing any business, and then by a rush of business compelled us to alter the time fixed for adjournment to a later period, he hoped the blame of a long session would not be put upon us, but on the shoulders of those who have kept us here. I

want this to go home, in order that the facts may be perfectly understood, and in order that those who have business may be stimulated to action, and that we may not rest under the censure of remaining here because it was pleasant and convenient.

Mr. Ward said that the tenth of March came on Sunday.

Mr. Muchmore then altered his amendment to the fifteenth.

Mr. Doremus said the time was too long, and named the twenty-ninth of February. Lost, 2 to 50.

Mr. Wells said this debate was a waste of time. He would therefore name the first of April, "All fool's day;" he thought that would be an appropriate day for the House to adjourn.

Mr. Kille said the fifteenth was Saturday. To get home, he would be compelled to violate the Sabbath.

The amendment of Mr. Muchmore was lost.

Mr. Plummer named the 6th day of March. This was accepted by the mover.

The question was then taken on the original resolution as amended, and it was lost by a decided vote, without calling the ayes and noes.

JOINT MEETING.

Mr. Wells offered a resolution that the House is ready to go into joint meeting to elect Treasurer, and-so-forth, and requesting Senate to name time and place.—Adopted.

THE AIR LINE BILL.

Mr. Parry, according to previous notice, arose to introduce the Air-line railroad bill. In doing so he thought it proper to preface its introduction with a few remarks. The loss of railroad communication to South Jersey had been steadily increasing and its importance to all the interests of the state was felt more and more every year. The cost of transportation by railroad was only one tenth the cost by beasts of burthen.—While the system of internal improvements have blessed almost every portion of the country and of the state, the people of South Jersey were still left with the same means of transportation they had before railroads were introduced into the country. The advantages of railroads to the people were immense. Land in proximity to the Camden and Amboy railroad had increased from $50 per acre to double, and in some cases treble that amount. Lands along the Camden and Atlantic railroad had also greatly enhanced in price. Immense tracts of sterile land had been subdued and sold to thousands of people, who, before the railroad, would not locate upon it at any price. Workmen had been putting land in a state of cultivation where seed had never before been scattered. Mr. Parry then traced the history of legislation which had heretofore defeated the Air-Line Bill. It had been contended that the chartering of the West Jersey Railroad and the Camden and Pemberton railroad, and the Camden and Atlantic Railroad, would answer all the wants of the people. Perhaps, if the projects and promises had all been carried out, there would be little necessity to pass the Air-Line. Every facility has been afforded by legislation to enable the friends of these different railroads to succeed, together with the endorsements of the Camden and Amboy Railroad Company. These endorsements were afterwards changed by the Legislature to a "guarantee." An agent was dispatched to England to borrow on this "guarantee" $900,000. The persons interested in these roads were then in high hopes that they would be all completed.—But they were doomed to disappointment. The agent returned, and said he was unable to borrow in consequence of the unsettled state of the money market, brought on by the war in the East. Now, if the abilities of the joint companies to aid these railroads, depended on the war, and the diplomacy of St. Petersburg, we may look in vain for railroad communications. The people interested in these roads in view of these disappointments, and in view of the failure of the joint companies to meet their engagements, preferred an independent road, many of whom having withdrawn their subscriptions. The country through which the Air-Line road proposes to pass is capable of supporting an immense population. Instead of leaving the state for the western country, thousands would flock to our state and seek our soil and genial institutions.—For these reasons he now introduced the bill to incorporate the South Jersey and Air-Line Railroad company.

Mr. Kille rose to correct the statement of the gentleman in regard to the return of the agent sent to Europe. Mr. Kille said he would not say at the time how he stood respecting the railroad controversy.

On motion of Mr. Dutcher, one thousand copies of the governor's message, with accompanying documents be printed for the use of the House. Adopted.

Adjourned.

AFTERNOON SESSION.

Mr. Kille presented a petition from Salem, asking a law to protect the people of said county from the acts of "shavers" who take usury. They want the taking of usurious interest made an indictable offence.

Mr. Plummer moved that the same be laid on the table, as we already had laws to punish the taking usurious interest.—Agreed to.

Mr. McDonald gave notice of a bill to exempt the property of New Jersey Historical Society from tax; also, a supplement to Newark fire department.

Mr. Hutchinson gave notice of a bill to prevent the manufacture and sale of adulterated liquors in this state.

Mr. Plummer introduced a bill to pay witnesses' fees who attend on grand juries in Salem.

Mr. Hatfield gave notice of a supplement to Hoboken.

Mr. R. S. Demarest gave notice of a supplement to tax law.

Ordered third reading—To validate a deed to Isaiah Toy; supplement to Camden and Atlantic railroad company; to incorporate the Bloomfield park and agricultural association; supplement to Jefferson machine works; supplement to Belville railroad company.

Mr. Dutcher (judiciary) reported the Senate bill, supplement to act respecting commissioners of deeds, authorizing the governor to appoint an additional commissioner for New Jersey, to reside in Philadelphia. The rules were suspended and this bill was passed, 52 to 0.

Mr. Pennington (municipal corporations) reported supplement to Newark; supplement to Camden, (with amendments;) to change county line between Monmouth and Mercer.

Mr. Wells called up the resolution to furnish to each member a copy of the "Legislative Guide." A motion to lay on the table was lost. The resolution was then adopted as follows:

Yeas—Albertson, Baldwin, Barrett, Bartlett, Barriclo, Bathgate, Buckley, Collom, Doremus, Harker, Hatfield, Herbert, Hutchinson, Jenkins, Jones, Muchmore, Obdyke, Parry, Plummer, Rittenhouse, Robins, Sergeant, E. C. Smith, W. Smith, Schoonmaker, Vorhis, Wells, Willever, Whritenor, White—30.

Nays—Beatty, Beers, Brown, Budd, Carr, Cook, R. S. Demarest, T. W. Demarest, (Speaker,) De Mott, Dutcher, Elmer, Frambes, Gaunt, Gould, Hoagland, Howell, Kille, Lafetra, McDonald, Osborn, Pennington, Schomp, Tomlin, Winans, Ward, Wooley—26. Adj.

SENATE.

FRIDAY, Jan. 25.

A message was received from the Governor, communicating his approval of the supplement to the Mount Hope mining company, and the supplement to the act for the better relief and employment of the poor of Salem county.

Mr. Allen presented a petition from citizens of Beverly, for a bank at that place.

Passed—Supplement to New Jersey, Delaware and Hudson railroad—16 to 0; supplement to act regulating practice of courts at law—16 to 0. [This bill is designed to remedy a difficulty which arises in the construction of the act. It was originally passed in 1794, re-passed in 1820, revised and re-passed in 1846. In 1849 a supplement was passed authorizing commissioners to sign judgments. The difficulty is, whether commissioners appointed under the act of 1794 are included, and this supplement provides that the act of 1849 shall apply to them.] Joint resolutions relative to protection of lives and property of vessels wrecked on the coast of New Jersey, 16 to 0—these resolutions were advocated and explained by Mr. Laird.

[This bill, after premising that Congress has recognised the obligation of the general government to promote the safety of commerce along the seaboard, by providing houses to shelter the shipwrecked mariner, and the most approved implements for saving their lives, but has omitted to appoint persons whose duty it should be to render such means effective, by reason of which omission great suffering and destruction of life and property has taken place during the recent severe storms upon our coast, the joint resolution directs and instructs our senators and representatives in congress to use their efforts in procuring the passage of an act providing for the appointment of proper persons, with suitable compensation, whose duty it shall be, whenever vessels shall be wrecked upon our coast, to immediately take charge of, and render fully effective such means as have been or may hereafter be provided to save lives and relieve the sufferings of the shipwrecked.]

COM. CHARLES STEWART.

The joint resolutions relative to Commodore Charles Stuart, were taken up on their

final passage. The resolutions being read, Mr. Allen said it was scarcely necessary for him to say anything in advocacy of these resolutions. Their propriety must commend itself to every senator. It was the boast of the citizens of ancient Rome, that they "were Romans," and that the governmental arm would always be extended for their protection. He would that the citizens of New Jersey might make the same boast. A great wrong has been committed, and New Jersey ought to do her part to repair the wrong. Com. Stuart has been deposed by a board, some of whom never smelt gunpowder, except in the firing of a salute—he who was the companion-in-arms of Decatur and Perry, and a line of heroes who have immortalized the American navy, has been stripped of his laurels, and why? Not, certainly, because his intellect was impaired, or because his physical powers were exhausted. He walks as erect to-day as any man, and his mind is as strong and clear as ever before. He has been deposed, it is fair to conclude, to make room for some young aspirant. Could not the naval board have waited awhile and suffered "old iron sides" to die in his harness? Many of his companions have already passed away, and he will not at best remain long behind. Mr. Allen here read an extract from Com. Stewart's memorial, lately published, detailing the part he has borne in the naval conflicts of the age.—Upon this extract Mr. Allen remarked at some length, and concluded by saying that although republics were charged with being ungrateful, he hoped the Senate of New Jersey would show, by the unanimous passage of these resolutions, that it had not forgotten to be just and to do its duty.

The question was then taken, and the resolutions unanimously adopted.

Mr. Rea, from the joint committee on printing, reported a bill to regulate public printing.

Bills noticed—By Mr. Howell, to incorporate the Cumberland County Agricultural and Horticultural Society; by Mr. Price, to incorporate Exit Fire Arms Company.

Bills introduced—By Mr. Laird, to incorporate the Long Branch and Sandy Hook Railroad; by Mr. Price, supplement to Newton Presbyterian Academy.

Mr. Laird offered a resolution to adjourn to Monday afternoon—agreed to.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorn.

Petitions, &c.—By Mr. Osborn, from Phillipsburg in favor of a bank at that place. Mr. Beatty, Mr. White, Mr. E. C. Smith, and Mr. Hutchinson, presented similar petitions.

By Mr. Wells, from citizens of Camden in favor of Bloomfield Park and Agricultural Association. Mr E. C. Smith, same subject.

By Mr. Herbert for an alteration in school laws of Pequannock in Morris, to enable them to raise funds for incidental expenses, and for other purposes, and forming same to general school law.

The Speaker laid before the House a statement of the Trenton Savings' Fund Society. Laid on the table.

Reports of committees.—Pennington (municipal) to authorize citizens of Trenton to hold land for a public square and improve the same.

By Mr. Collom (majority of education committee) against the purchase of Mitchell's map for schools. He asked the privilege of the minority to make a report next week. Accepted.

By Mr. Rittenhouse, bill relative to public printing.

The bill disposes of the printing as follows:

Current printing of both Houses—David Naar, Trenton.

Journal of the Senate—Morris R. Hamilton, Sussex.

Journal of the House—Adam Bellis, Flemington.

Laws—A. R. Speer, New Brunswick.

Law and chancery reports—Hemenover & Moore, Belvidere.

The report was accepted, and the bill was ordered to a second reading.

Bills introduced.—By Mr. Demott, supplement to Ramapo and Weehawken Plank Road Company.

By Mr. Vorhis, to set off part of Alexandria to Bethlehem, in Hunterdon.

By Mr. Barrett, to prevent manufacture and sale of adulterated liquors.

By Mr. Beatty, to charter Warren foundry and machine shop, also to authorize sale of public school house in Belvidere.

By Mr. Howell, for the relief of Jacob P. Steckel, of Morris.

By Mr. Hatfield, for the better regulation and discipline of Hudson brigade.

By Mr. Dutcher, supplement to act incorporating companies for erecting buildings, &c.

By Mr. Schomp, supplement to Peapack and Plainfield Railroad Company.

Bills noticed.—By Mr. Budd, to repeal supplement to usury laws.

By Mr. Howell, supplement to Pequannock school law.

Mr. Schoonmaker offered a resolution adjourning over to Monday afternoon.

Adjourned.

MONDAY, Jan. 28.

SENATE.

3 *o'clock, P. M.*—Prayer by Rev. Mr. Smith.

The roll being called, only eight senators—less than a quorum—answered to their names.

On motion of Mr. Flanklin, the Senate

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Miller.

Twenty-eight members were present.—There being no quorum, on motion of Mr. Pennington the House Adjourned.

WEDNESDAY, Jan. 29.

SENATE.

Prayer by Rev. Mr. Miller.

Petitions, &c.—By Mr. Allen, from inhabitants of Bordentown and Chesterfield townships, for an act to incorporate a certain turnpike; from citizens of Burlington county, for a bridge over Cooper's creek; by Mr. Rea, from citizens of Hackettstown, against setting off part of Hackettstown to Mansfield township.

Reports of committees.—By Mr. Speer, (judiciary) explanatory of certain acts relative to Turnpike Companies; to repeal parts of acts in relation to Turnpike Companies; supplement to act concerning roads.

Mr. Laird, from the committee on State Prison accounts, presented their report.—They have found the accounts and vouchers proper and correct. They report a balance found against the prison of $8,322 22.—They further report a large quantity of chair bottoms, say 640 dozen, estimated to be worth in the market, at least $3.000.—The committee recommend an appropriation of $5.000, for the purpose of carrying on the affairs of the institution. They also agree with the commissioners appointed under an act to authorize the construction of a hospital for the Prison, in asking an appropriation to carry out the intention of the Legislature. Owing to the crowded state of the Prison, and the necessity of a hospital, an additional wing is greatly needed. (See House proceedings.)

The usual number of copies of the report with accompanying documents were ordered to be printed.

Bills introduced.—By Mr. Allen, to incorporate the Bordentown and Crosswicks' Turnpike Company; by Mr. Bramhall, to incorporate the Hudson and Bergen Gas Light Company;—this bill was subsequently reported by the committee on corporations, without amendment.

Bills noticed.—By Mr. Martin, to incorporate the New Jersey Agricultural Society; supplement to the Martinville Mining Company.

Ordered third reading.—To incorporate the Odd Fellows' Hall Association of New Egypt. Adjourned.

AFTERNOON SESSION.

Reports of Committees—By Mr. Speer, (Judiciary) to increase the number and powers of Orange township, in Essex county; supplement to Act regulating Elections.

The same committee reported adversely to the bill relative to costs in criminal cases. [This bill provides for the payment of fees to the sheriff, constable and officers of the court where a verdict of acquittal is rendered in cases of trial by indictment, the same as if a verdict of guilty were returned. Hitherto no fees have been paid in cases of acquittal.] Mr. Speer explained the bill, and moved that it be dismissed from the files of the Senate. The report was accepted, and the motion for dismissal agreed to.

Bills Noticed—By Mr. Laird, to prevent sheep and cattle from running at large in Freehold township; by Mr. Roberts, to incorporate the Cooper's Point and Philadelphia Ferry Company; to authorize the erection of a Bridge over Cooper's Creek; to incorporate the Farmers' and Citizens' Ferry Company; by Mr. Rea, supplement to Ripton Manufacturing Company; supplement to Belvidere and Delaware Water Gap Rail Road Company.

Mr. Diverty offered a resolution directing the Secretary to purchase 25 copies of "Burleigh's Legislative Guide." Agreed to.

Passed—Supplement to Bay City Company—18 to 0.

Mr. Smith gave notice of a bill to permit the inhabitants of each road district of the township of Upper Alloways' Creek, in Salem, to elect their own overseer.

Mr. Rafferty, from the Committee on Corporations, reported the bill to incorporate the Bordentown and Recklesstown Turnpike Company. Adj.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Smith.

Petitions, &c.—Mr. Wooley presented a petition, asking for a law to annex Nottingham to Trenton.

Mr. Howell, for the relief of J. P. Stickel.

Mr. Gould, for a bank at Phillipsburg.

Mr. Harker, from stockholders of the Camden and Atlantic Railroad, for an act to authorize the directors to issue in "Preferred stock" one million of dollars, in order to relieve them of their liabilities; also one from the creditors of the same company asking for said supplement; also to prevent swine from running at large in Blackwoodtown.

Mr. Herbert, from inhabitants of Millstone, in Monmouth, against alteration of county line between Monmouth and Mercer.

STATE PRISON REPORT.

Reports of committees.—Mr. Winans, from committee on State Prison accounts, reported that the joint committee have examined the accounts and find the same correct. The report states that there is a balance of $8.322 22 against the institution.

That in consequence of the failure of the last Legislature to appoint appraisers to take inventory of stock, the clerk was unable to make a full exhibit of the condition of the prison; but that in the different departments of labor, there appeared on the debit side of the several accounts, a total of $41.171 20, and on the credit side the sum of $35.785 40.

There is in cash, notes and book accounts $4,652 33, and in debts due by the prison the sum of 12,974 53.

The committee agree with the commissioners appointed by the Legislature of 1854 under an act authorizing the construction of a hospital to the prison, in asking an appropriation to carry out that intention; owing to the crowded state of the prison, a hospital and an additional wing is greatly needed.

The committee bear testimony to the order, cleanliness and neatness that pervade the several departments.

The Inspectors' report shows the number of prisoners in confinement December 31, 1854.....206

Received during the year.....159

Total,	365
Discharged during the year by expiration of sentence	95
Pardoned	45
Died	5
Remaining 31st December. 1855	220
Total,	365

Of those in prison there are sentenced

for 20 years	3
15 years	3
12 years	3
11 years	3
10 years	10
8 and 8 years and 6 months	7
7 and 7 years and 6 months	1
6 and 6 years and 6 months	8
5 and 5 years and 6 months	10
4 and 4 years and 6 months	11
3 and 3 years and 6 months	36
2 and 2 years and 6 months	46
1 and 1 year and 6 months	54
6 and 9 months	17
Total,	220

Number of commitments for first offence	196
2d offence	13
3d offence	6
4th offence	5
Total,	220

PLACES OF NATIVITY.

New Jersey	82
New York	24
Pennsylvania	25
Other States	6
Ireland	30
Germany	27
England	12
Other countries	14
Total,	220

AGES WHEN RECEIVED.

12 years	1
13 years	1
16 years	3
17 years	7
18 years	7
19 years	9
20 years	16
From 20 to 25	74
25 to 30	27
30 to 40	46
40 to 50	18
50 to 60	11
60 to 70	1
Total,	220

COUNTIES WHERE COMMITTED.

Atlantic	2
Bergen	8
Burlington	25
Camden	2
Cumberland	2
Essex	29
Gloucester	7
Hudson	24
Hunterdon—	8
Mercer	13
Middlesex	19
Monmouth	8
Morris	12
Passaic	18
Salem	8
Somerset	12
Sussex,	4
Warren,	1
	220

COLOR AND SEX.

White males,	168
" females,	7
Colored males,	34
" females	11
	220
Of persons received in 1855, there are born in the United States,	90
In Ireland	29
" Germany	26
" other countries	14
	159

THEIR PREVIOUS EDUCATION.

Well educated,	4
Can read and write,	97
Can read only	25
Can neither read nor write,	33
	159
Of these, there are of different trades and occupation,	60
Having no trade	99

The inspectors, in the summary of their report, say that the financial condition of the prison is improving, the demand for its products is better than for some time past—a loan of $3,000 was found necessary to meet its pressing liabilities, since then the current expenses, excepting the salaries of officers, have been met. An appropriation is recommended to pay off said loan. The inspectors say, that although it has been the practice to pay into the treasury certain sums, the prison has always cost more than it produced, including the salaries of officers.

They say that they are of opinion that the violation of law is largely on increase in the state, and the prison full to overflowing, consequently they are unable to carry out the requirements of law respecting solitary confinement, and being frequently obliged to place two convicts in one cell, they are enabled by association to form plans whereby they become greater adepts in crime, and in many cases leave the prison worse rogues than when they entered it.

A hospital is desirable and another plan for keeping the female convicts.

For the greater security of desperate characters, it is important that a number of cells should be provided for that description of convicts; in consequence of this necessity the inspectors have prepared three cells, which they feel confident will defeat all attempts at escape.

The necessity of an appropriation for the erection of another wing is urgently presented; an alteration in the waste pipes is also recommended.

A large quantity of unsaleable stock, which has been accumulating for years, is occupying room which could be used more advantageously.

The propriety of converting this into cash is suggested.

The health of the prisoners has been on an average with previous years; no fatal epidemic has prevailed.

There have been no escapes during the year.

The inspectors bear testimony to the efficiency and ability of the principal keeper and officers of the institution.

Mr. Collom, (education) bill respecting schools in Trenton.

Bills noticed—Mr. Parry, to incorporate Columbus and Kinkora turnpike company; Mr. Barrett, joint resolution in commendation of Dr. Kane; Mr. Hatfield, to charter Hoboken City gas light company; Mr. Buckley, to incorporate the City Blues of Paterson; Mr. Hopping, a supplement to act enclosing Tom's Point, in Morris county; Mr. Wooley, to annex part of Nottingham to Trenton, and the remainder to Hamilton, in Mercer; Mr. Lafetra, relative to mode of working roads in the township of Ocean; Mr. Dutcher, supplement to act concerning marriages (to remove doubts as to the legality of marriages solemnized by the society of Friends where both parties do not belong to said society.) Mr. Pennington gave notice of a bill to set off a new township from Springfield, Orange and Clinton, in Essex, to be called Hillsdale.

Mr. Hatfield offered a resolution requiring 125 copies of all bills to be printed.

On motion, the resolution was so amend-

ed as to make it concurrent, and adopted.

Bills introduced—Mr. Howell, a supplement to enable inhabitants of Pequannock, Morris county, to raise money for schools; Mr. Schoonmaker, to incorporate the Domestic Bank at Paterson; Mr. Elmer, supplement to Elizabethport and Staten Island ferry company.

Bill Passed—To validate a deed from Clement Hance to Isaiah Toy, 46 to 0.

The supplement to the Belville Railroad and Transportation Company, (to authorize the company to connect with the New Jersey railroad without crossing the Passaic, or to connect with any other company upon consent being first obtained, and also to extend the time of completion of said road five years)—47 to 0.

Supplement to Camden and Atlantic railroad, (authorizing the company to issue $1,000,000 of the stock unsold, as "preferred stock," in shares of $50 each, to draw 7 per cent. dividend.

Mr. Harker explained the bill and said that two-thirds of the stockholders were in favor of the supplement,) 42 to 2—Beers and R. S. Demarest.

The Senate supplement changing the name of the Jefferson machine works to the Rogers' locomotive and machine works, 47 to 0.

The supplement respecting imprisonment of persons on civil process was called up on second reading, and on motion of Mr. McDonald postponed until to-morrow.

The bill to legalize the will of Margaret Bradford was postponed to Wednesday, Feb. 6, on motion of Mr. McDonald, in order to give an opportunity to objectors to be heard.

The joint resolutions relative to Commodore Stewart were called up by Mr. Wells.

Mr. Dutcher said they had not yet been reported by the committee, and moved action thereon be postponed to Thursday, January 31. Agreed to.

Ordered third reading—Supplement to act incorporating the Delaware fire Company of Bloomsbury—changing name to Delaware fire company of Trenton—to increase number of members to 150—to allow them to hold property to the amount of $2,500; to authorize the freeholders of Bergen to erect a bridge over the Hackensack; respecting a public square in Trenton.

The supplement to act respecting sales by execution was called. Mr. Dutcher said the bill had not yet been examined by the judiciary committee.

Mr. Howell said that it had been referred to the committee on ways and means—very inappropriately, as he thought, and that they had reported it to the House.

Mr. Dutcher then moved that it be recommitted to the judiciary committee.—Adopted. Adj.

AFTERNOON SESSION.

The bill to charter the Empire Manufacturing Company, for the manufacture of chairs, &c., at Beverly—capital stock, $20,000, with authority to increase it to $50,000, was ordered to a third reading.

Reported—Mr. Buckley, (corporations) reported the bill to incorporate Hibernia Iron Company; Senate supplement to Delaware and Hudson Railroad Company; supplement to Ramapo and Weehawken Plank Road Company; the Senate supplement to the Peapack Railroad.

Mr. White, (agriculture) to incorporate Hunterdon county Agricultural Society.

Messrs. Collom and McDonald, (minority of education committee) reported that it was wise and expedient to introduce Mitchell's map of the United States in common schools, providing the same can be procured at $4.50 per copy, and recommended the passage of the joint resolution for that purpose.

Mr. Robins called up the report of the majority of the committee against the same.

Mr. R. S. Demarest moved it be adopted.

Mr. McDonald called the ayes and nays.

The motion to adopt the majority report was carried as follows:

Ayes—Barricklo, Bathgate, Beers, Buckley, R. S. Demarest, T. W. Demarest, (Speaker) Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Hatfield, Howell. Hutchinson, Jenkins, Kille, Lafetra, Muchmore, Obdyke, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Schoonmaker, Vorhis, Willever, Ward, Whritenor—31.

Nays—Albertson, Baldwin, Barrett, Collom, Cook, Edmunds, Elmer, Harker, Herbert, Hoagland, Hopping, Jones, Keen, McDonald, Parry, Perry, Plummer, E. C. Smith, Wells, Winans, White—21.

Ordered third reading.—Supplement to Delaware and Hudson R. R. Company; to incorporate the Hunterdon county Agricultural Society.

Mr. Wells offered a resolution instructing the judiciary committee to whom had been referred the joint resolution from the Senate asking for the restoration of Commodore Stewart to the post of senior post-captain of the Navy, to report the same forthwith.

The ayes and nays were called.

Mr. Dutcher said that the joint resolution had been handed to the committee to-day, and they had not as yet been able to have a session—as soon as they could get together they would report. He moved to lay the resolution on the table. Adopted by the following votes:

AYES—Albertson, Baldwin, Barricklo, Bathgate, Beers, Collom, Cook, R. S. Demerast, T. W. Demarest, (speaker,) Demott, Doremus, Dutcher, Edmunds, Elmer, Frambes, Guant, Gould, Harker, Hoagland, Hopping, Howell, Kille, Lafetra, McDonald, Muchmore. Obdyke, Perry, Pennington, Rittenhouse, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Ward, White—37.

NAYS—Barrett, Buckley, Hatfield, Herbert, Hutchinson, Jenkins, Jones, Keen, Parry, Plummer, E. C. Smith, Schoonmaker, Wells, Whritenor—14.

Mr. Harker gave notice of an act to incorporate the Longacoming and Chew's Landing Turnpike Company.

Adjourned.

SENATE.

WEDNESDAY, Jan. 30.

Prayer by Rev. Mr. Smith.

Petitions.—By Mr. Chetwood, for Newark and Hudson Railroad; by Mr. Allen, from citizens of Bordentown and Chesterfield, for a turnpike from Bordentown to Crosswicks; by Mr. Laird, from citizens of Monmouth and Ocean, for a bridge over Manesquan river; by Mr. Rea, from citizens of Hackettstown, to set off part of said town to Mansfield township.

Bills introduced.—By Mr. Rafferty, to incorporate the Farmers' Mutual Fire Assurance Association of New Jersey; by Mr. Roberts, to authorize the erection of a bridge over Cooper's Creek; to incorporate Cooper's Point and Philadelphia Ferry Company; by Mr. Laird, to authorize the erection of a bridge over Menasquan river; by Mr. Martin, supplement to Martinville Mining Company; by Mr. Speer, supplement to act concerning townships.

Reports of committees.—By Mr. Speer (judiciary,) supplement to act authorising a bridge over Elizabeth Creek; relative to freights and fares on railroads in this State.

Mr. Rafferty (corporations) to incorporate the Long Branch and Sandy Hook Railroad; supplement to Newton Presbyterian Academy.

Mr. Robertson, from the joint committee on treasurer's accounts, presented their report, of which the usual number of copies were ordered to be printed.

Passed.—To authorize the Mechanics and Manufacturers' Bank of Trenton, to increase its capital stock—by the following vote:—

Ayes.—Allen, Cowperthwaite, Chetwood, Diverty, Franklin, Howell, Laird, Martin, Price, Roberts, Rea, Smith—12.

Nays.—Alexander, Bramhall, Depue, Robertson, Rafferty, Somers, Speer—7.

Ordered third reading.—To incorporate the Hudson and Bergen Gas Light Company, with a new section limiting the charter for thirty years.

A message was received from the House announcing the passage of certain bills, which were taken up, read for the first time by title, and appropriately referred.

Also, communicating the adoption of a concurrunt resolution to have printed 125 copies of all public bills that may be introduced—which was taken up, read, and concurred in. Adjourned.

AFTERNOON SESSION.

Bills introduced—By Mr. Allen, supplement to Bordentown Reservoir company; by Mr. Price, to incorporate the Exit Fire Arms company; by Mr. Howell, to incorporate the Cumberland Agricultural Society.

Ordered 3d reading—To repeal parts of certain acts incorporating Turnpike companies; explanatory of parts of certain acts relative to Turnpike companies; to set off a part of Hackettstown to Mansfield township, in Warren county.

Bills noticed—By Mr. Diverty, authorizing inhabitants of Cape May county to vote by ballot, at their town-meetings.

Mr. Franklin called up the bill relative to the Red Bank and Woodbury Turnpike company—reported by the committee on unfinished business—and moved that it be indefinitely postponed. Adopted.

The following bills reported by the same committe (unfinished business,) were called up by Mr. Roberts, and properly referred: Act relative to the suppression of the manufacture and sale of intoxicating liquors as a beverage; act to prevent the issue or circulation of small bank notes; act to restore the navigation of Little Timber Creek, in Camden county.

Reports of committees—By Mr. Rafferty, (corporations,) supplement to Bordentown Reservoir Water company.

The President presented the Annual Report of the State Treasurer, of which the usual number of copies were ordered to be printed. [See House proceedings.]

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Miller.

Petitions, &c.—Mr. Vorhis, from inhabitants of Alexandria, in Hunterdon, asking for a portion of said township (about one square mile) to be annexed to Bethlehem; Mr. R. S. Demarest, remonstrances against the bill authorizing freeholders of Bergen to erect a bridge across the Hackensack; Mr. Lafetra, remonstrances against a bridge across Matawan creek.

The Speaker called the attention of the House to the fact that there were not enough bills printed to supply the House, Senate and State offices, where the same are kept filed.

After remarks by several members, Mr. Collom stated that 100 copies was the number now printed. By a list of the persons and places where these are left, it appeared that the number now ordered was not sufficient—it required 125 to go round.

The Speaker stated that the concurrent resolution passed yesterday by the House, would probably pass the Senate this morning. Further action therefore had better be delayed.

Mr. Collom moved that 50 additional copies of the school bill reported by the commissioners be printed. Adopted.

Reports of committees—Mr. McDonald, (judiciary) reported the joint resolution relative to the distribution of Elmer's Digest; the joint resolution relative to the protection of lives and property on the New Jersey coast, and the joint resolution relative to reinstating Com. Stewart to the post of senior post captain in the navy.

Mr. Collom, (education) reported supplement to Pequannock School Law.

Mr. Gould, (ways and means) reported the bill respecting witnesses' fees.

Mr. Lafetra, (from treasurer's accounts) reported that they find the accounts of the state treasurer are properly and neatly kept; that all the vouchers and evidences of public stock are in the treasurer's office, and that the amount deposited, at present, to the credit of the state, is $123.30. A detailed account of the operations of the several banks under the general law is given, with the amount of capital of each, &c, The school fund is reported as correctly stated and safely invested.

The usual number of copies were ordered to be printed, on motion of Mr. Lafetra.

Bills noticed—Mr. Collom, supplement to renew Mount Holly and Camden Railroad charter; Mr. Hatfield, to incorporate Fire Department of Hoboken; Mr. Muchmore, a supplement to Telegraph Companies; Mr. Parry, supplement to Jobstown and Pemberton Turnpike Company; Mr. Harker, to authorize trustees of first Presbyterian church of Blackwoodtown to sell land; Mr. Perry, supplement to act concerning corporations; Mr. Harker, supplement to Cape Island Turnpike Company.

Bills introduced—Mr. Barrett, a joint resolution in commendation of the expedition of Dr. Kane and others. (Referred to Messrs. Barret, Robins and Winans.) Mr. Harker, to incorporate Longacoming and Chew's Landing Turnpike Company.

(A message was received from the Senate that they had concurred in the resolution relative to increasing the number of bills for each House. Also that they had passed the bill to increase capital of Mechanics Bank of Trenton.)

BILLS ON FINAL PASSAGE.

The Matewan and Keyport Bridge bill was called.

Mr. Elmer stated that the gentleman who had charge of the bill was absent; he hoped, therefore, it would be postponed to Wednesday of next week.

Mr. Lafetra objected, because several persons interested were here awaiting action on the bill.

After some remarks by Mr. Collom, against postponing legislation as a general thing, and Mr. McDonald in favor of postponing the bill, out of courtesy to the gentleman who had charge of it, the motion to postpone was lost, 25 to 25. A motion prevailed, made by Mr. Elmer, to postpone until to-morrow.

The bill to incorporate the Hunterdon County Agricultural Society passed, 47 to 0.

Mr. Lafetra, (from committee on banks) reported the bill to restore section 15 to the Hackettstown Bank charter.

Several bills were called on second reading and postponed—members not being ready to have them acted upon.

Mr. Wells said as members did not appear to be ready for business he moved the House adjourn. Carried. Adjourned.

AFTERNOON SESSION.

The Senate Joint resolution, No. 1, relative to the distribution of Nixon's Digest, was ordered to a 3d reading.

On motion of Mr. Lafetra, the rules were suspended, and the Treasurer was permitted to present his report, as follows:

To the Honorable the Senate and General Assembly of the State of New Jersey.

As required by law I have the honor to submit the following report of the finances and business transactions of the treasury for the year ending December 31, 1855.

The receipts of the treasury during the year, including the balance on hand on the first of January 1855, of two thousand nine hundred and ninety-one dollars and forty-five cents, amount to two hundred and twenty-one thousand two hundred and sixty-three dollars and sixty-two cents, and have been received from the following sources, viz:

Dividend on 2000 shares of stock of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies	$30,000 00	
Transit duties from the Camden and Amboy Railroad and Transportation Companies,	55,872 21	
Transit duties from the Delaware and Raritan Canal Company	43,436 54	
Interest on Joint Bonds of Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies,	3,240 00	
		$132,538 75
From the New Jersey Railroad and Transportation Company:		
Tax on capital stock	$15,009 81	
Transit duties from the New Jersey Railroad and Transportation Company	16,057 44	
		31,047 25
From Central Railroad of New Jersey:		
For tax on amount expended,		13,268 69
From the Paterson and Hudson River Railroad Company:		
Tax on capital stock,		3,150 00
From the Paterson and Ramapo Railroad Company:		
Tax on capital stock,		2,482 25
From the Belvidere Delaware Railroad Company:		
For transit duty on packages,		11 27
Interest on bonds and mortgages,		1,139 02
Pedlers' licenses,		1,496 00
Tax on insurance companies,		41 62
Principal and interest of notes taken for sale of iron from House of Refuge,		2,262,32
Fines and forfeitures,		40 00
Proceeds of sale of escheated lands,		1,795 00
Special loan,		30,000 00
		$217,282 17
Balance to credit of treasurer, January 1, 1855		2,991 45
		$221,263 62

The disbursements for the ordinary expenses of the State for the year are one hundred and twenty-six thousand and twenty-one dollars and twenty-seven cents.

The special appropriations and extraordinary disbursements from the treasury during the year amount to ninety-five thousand one hundred and nineteen dollars and five cents, and are as follows, viz:—

The appropriation to Public Schools,	$40.000.00
Amount paid on the appropriation to build wings to the Lunatic Asylum,	20.187.28
Amount paid on the appropriation for Geological Survey,	16.000.00
Amount paid on the appropriation for the State's subscription to Nixon's Digest,	2.000.00
Amount paid on the appropriation to the Normal School,	4.054.12
Appropriation to the State Agricultural Society,	1.000.00
Appropriation to the Managers of the Lunatic Asylum for the support of indigent patients,	6.596.30
Publishing public laws in newspapers,	1.600.00
Expenses incurred for taking Census of State,	375.34
Amount paid Collectors of Atlantic and Ocean counties for bills paid for burying dead bodies, cast on shore from the wrecks of the ships Powhattan and Argyle,	611.10

Furniture for Governor's room	110.50
Arranging old parchment rolls in the office of the Clerk of the Supreme Court,	200.00
Repairs at the State Prison,	1.486.19
Amount paid for arresting fugitives from justice,	968.05
	$95.119.05

Showing the whole amount of disbursements from the Treasury, ordinary and extraordinary, to be two hundred and twenty-one thousand, one hundred and forty dollars and thirty two cents, leaving a balance in the treasury on the first day of January, 1856, of one hundred and twenty-three dollars and thirty cents.

Of the appropriations made by the legislature of 1855, there still remains the following balances unpaid, viz:

APPROPRIATIONS.

For building wings to Lunatic Asylum,	$3.300.00
For Geological Survey,	4.900.00
For Nixon's Digest,	3.000.00
For Normal School,	5.945.88
For New Jersey Colonization Society,	3.000.00
For erecting buildings and removing boilers at Lunatic Asylum,	5.613.00
	$25.058.88

A special loan of thirty thousand dollars has been made during the year, which together with the loans of 1846 and 1852, makes the indebtedness of the State, ninety-five thousand dollars.

The State holds available assets amounting to two hundred and fifty-two thousand, one hundred and twelve dollars and twelve cents, as follows, viz:

One thousand shares of the capital stock of the Camden and Amboy Railroad and Transportation Company, (par value,)	$100.000.00
One thousand shares of the capital stock of the Delaware and Raritan Canal Company, (par value.)	100.000.00
Bonds of the Joint Companies,	44.000 00
Bonds and mortgages,	8.174.12
	$252.174.12

Also bonds against the several counties of the state for the surplus revenue, (paying no interest) amounting to seven hundred and sixty-four thousand six hundred and seventy dollars.

The receipts of the treasury for the year 1856 may be estimated at one hundred and seventy-one thousand, seven hundred and thirty-six dollars and fifty cents, and from the following sources, viz:

Dividends on stock,	$12,000 00
Transit duties from the Joint Companies,	100,000 00
Interest on bonds of Joint Companies,	2,040 00
Transit duties from New Jersey Railroad and Transportation Company,	17,000 00
Tax on capital stock of New Jersey Railroad and Transportation Company,	17,414 25
Tax on capital stock of Paterson and Hudson River Railroad,	3,150 00
Tax on capital stock of Paterson and Ramapo Railroad,	2,482 25
Tax from Central Railroad of New Jersey on amount expended,	16,000 00
Pedlers' licenses,	1,500 00
Tax on Insurance Companies and foreited recognizances,	150 00
	$171,736 50

The amount of the receipts of the school fund are seventy-one thousand, seven hundred and eight dollars and twelve cents, as follows:

Principal of bond and mortgage,	$18,700 00
Interest on loans,	23.470 87
Dividends on stock,	1,581 80
Bank tax,	26,055 22
	$69,807 89
Balance of cash on hand Jan. 1, 1855,	1,900 73
	$71,708 62

The disbursements from the school fund are as follows:

To the several counties for the support of public schools,	$40,000 00
Loans on bonds and mortgages,	27,245 75
Stock purchased,	1,150 00
Teachers Institutes of the several counties,	1,300 00
Incidental account,	687 50
	$70,383 25

Leaving a cash balance on hand to the credit of the school fund on the 1st of January, 1856, of thirteen hundred and twenty-five dollars and thirty-seven cents.

The school fund now invested in bonds and mortgages, stocks and other securities, drawing interest, is four hundred twelve thousand, one hundred and fifty dollars and nine cents, showing an increase for the year of ten thousand, eight hundred and forty-five dollars and seventy-five cents.

The accompanying account and balance sheet will show the condition and operations of the treasury department more fully in detail.

All of which is respectfully submitted,

R. M. Smith, Treasurer.

Trenton, Jan. 30, 1856.

Two thousand copies of the report were ordered to be printed.

Ordered 3d reading—To restore section 15 of Hackettstown Bank; supplement to Jamesburgh Railroad.

Mr. Lafetra moved that the usual number of copies of the State Prison report be printed for the use of the House. Adopted.

Bills introduced—Mr. McDonald, a supplement to Newark Fire Department; Mr. Wooley, a supplement to Crosswicks Turnpike company; Mr. Pennington, to set off the new township of Hillsdale, in Essex.

Mr. Brown gave notice of a bill to incorporate the Atlantic Marine Life Aid Association.

Mr. Robins, (corporations,) reported the Air Line bill without amendment. Adj.

THURSDAY, Jan. 31.

SENATE.

Petitions—By Mr. Chetwood, from board of freeholders of Essex county, favoring the passage of the supplement to the act authorizing the erection of a swing bridge over Elizabeth Creek; by Mr. Roberts, from citizens of Camden county, for a bridge over Cooper's Creek.

Reports of Committees—By Mr. Rafferty, (corporations) supplement to Somerville and Easton Railroad; to incorporate the Farmers' Mutual Fire Assurance Association of New Jersey; to incorporate the Cumberland county Agricultural Society; to incorporate the Cooper's Philadelphia Ferry Company; to incorporate the Exit Fire Arms Company; supplement to the Martinville Mining Company; supplement to the Camden and Atlantic Railroad; supplement to Belleville Railroad; by Mr. Allen, (judiciary) to confirm a certain deed of Clement Hance and others, to Isaiah Toy; to authorise a bridge over Cooper's Creek.

Bills introduced—By Mr. Chetwood, to incorporate the Newark and Hudson River Railroad; by Mr. Laird, to prevent sheep and cattle from running at large in Freehold township, Monmouth county; by Mr. Diverty, joint resolution relative to the construction of a breakwater at Cape May; by Mr. Bramhall, to amend the act incorporating the Jersey City and Bergen Point Plank Road; by Mr. Martin, to incorporate the New Jersey State Agricultural Society.

Bills noticed—By Mr. Franklin, supplement to Woodbury and Mullica Hill Turnpike Company.

The bill to incorporate the Odd Fellows' Hall Association of New Egypt, was taken up on its final passage, and being read, was, on motion of Mr. Riggs, postponed for the present.

Ordered third reading—Assembly supplement to the act for a draw or swing bridge over Elizabeth Creek; to confirm certain deed from Clement Hance and others to Isaiah Toy.

Passed—To incorporate the Bergen and Hudson Gas Light Company—16 to 0.

The bill to set off part of Hackettstown, in Warren county, to Mansfield township, was postponed, on motion of Mr. Somers, to the next session of the legislature.

Adjourned.

AFTERNOON SESSION.

The President presented the report of the commissioners appointed to codify the school laws—of which the usual number were ordered printed. See house proceedings.

A message was received from the Governor, announcing his approval of the following bills: supplement to act relative to commissioners of deeds, authorizing an additional commissioner for this State, to reside in Pennsylvania; supplement to Jefferson Machine Works, of Paterson; to incorporate the Hunterdon County Agricultural Society.

A message was received from the House, communicating the passage of certain bills.

Reports of committees.—By Mr. Rafferty, (corporations) to amend the act incorporating the Jersey City and Bergen Point Plank Road Company; by Mr. Allen, (judiciary) to authorize a bridge over Manasquan river.

Bills introduced.—Supplement to the Belvidere and Delaware Water Gap railroad.

Recommitted.—To repeal parts of certain acts relative to turnpike companies; explanatory of certain acts in relation to turnpike companies. [These bills were on their final passage, and were recommitted in order to afford opportunity for the introduction of certain amendments.] The bills were subsequently reported, and again ordered to be engrossed.

Ordered third reading.—Supplement to the Newton Presbyterial Academy—changing the name to "Newton Collegiate Institute;" supplement to Bordentown Reservoir and Water Company.

Passed.—To confirm a deed from Clement Hance and others to Isaiah Toy, 13 to 0.

Mr. Laird, from the committee on miscellaneous business, reported the bill relative to the running at large of sheep and cattle in Freehold township.

Mr. Allen, from the select committee, to whom was referred that part of the Governor's message relative to travel on railroads, reported a bill for the security of railroads and the safety of travel. This bill provides among other things that every train shall be furnished with a train guide; before starting every train is to be examined, particularly the brakes. They are to see that every brakeman is at his post at the time of starting,—they are to adjust the bell-rope. On each train the guide is to have an elevated seat so as to be able to see all the cars, and to keep constantly in his hands a rope communicating with the engineer. No trains running in opposite directions shall be permitted on a single track road unless there is a switch or siding between them.

Regulations in regard to speed, &c., are given. The whistle is to be sounded when within 400 yards of every crossing. Any person attempting to cross a railroad with a horse, or horses, or cattle, when the trains are within 400 yards, is made liable to indictment, fine, &c. All railroad companies are required to furnish their conductors with schedules of the running time, stating also what trains have the preference of the road, and how long it is continued. They are also required to have the railroad track fenced in. The amount recoverable for loss of life is limited to $5000.

Mr. Diverty offered a resolution that no private bills will be received after the 16th of February. Lost, 8 to 8.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Smith.

Mr. Wooley presented a petition in favor of making the alteration between the Mercer and Monmouth county line. Mr. Herbert against the same. Mr. Wells, from 148 persons from Cumberland county, in favor of the Air line. Also a similar petition by Mr. Keen. Mr. Hutchinson, against the adulteration of distilled liquors. Mr. Jones and E. C. Smith on the same subject.

Reports of Committees—Mr. Beatty, (corporations) reported the supplement to Northern Railroad; to charter Union Works of Burlington; supplement to Elizabethport and Staten Island Ferry Company; also to incorporate Railroad Trust Company with the 5th section stricken out.

Mr. Dutcher, (judiciary) reported supplement to act respecting sales under execution; Senate supplement to Bay City Company; supplement to act relative to practice in courts of law; to change name of Benjamin Swain; to relieve Jacob P. Stickel.

Bills noticed—By Mr. Collom, to charter the Mount Holly Bank; Mr. Cook, to authorize voting by ballot at town meetings in Lawrence; Mr. Doremus, concerning New Jersey Pilots.

Bills introduced—By Mr. Muchmore, supplement to Telegraph Companies; Mr. Hatfield, to charter the Hoboken Gas Company; Mr. Harker, to authorize sale of land by trustees of Presbyterian church at Blackwoodtown; Mr. Buckley, to incorporate City Blues of Paterson; Mr. Bathgate, a further supplement to city of Newark; Mr. Hopping, a supplement to act enclosing Tom's Point, in Morris county; Mr. Parry, a supplement to charter of Mount Holly and Jobstown Turnpike Company.

BILLS ON FINAL PASSAGE.

Supplement to New Jersey, Hudson and Delaware Railroad Company passed, 57 to 0—extending time of completing the same.

To incorporate the Keyport and Matewan Bridge Company was taken up.

Mr. Beers explained his position on the bill, and said he was not pledged to either party during the election in which he was returned as a member, and felt himself independent on the question—although the contrary had been stated to be the case.

The merits and demerits were then discussed by several members. Mr. Robins and Mr. Jenkins were the principal advocates of its passage, and contended that it was a public enterprise, well calculated to benefit the town of Keyport and to encourage the investment of capital in New Jersey.

Mr. Collom, in a speech of much clearness, pointed out the disadvantages which the bill would work to the town of Middletown Point. It would interfere with navigation, and did not appear to be called for by any important interests.

Mr. Lafetra said there was a very large majority of the people of the legislative district where this bridge is located opposed to it.

Mr. Dutcher also opposed the bill, on the ground of its obstruction of the navigation and the representations made to him by persons in the vicinity.

Mr. Muchmore spoke in favor of the bill.

The question was taken and the bill was lost by the following vote:

Ayes—Albertson, Baldwin, Bartlett, Beatty, Carr, De Mott, Doremus, Harker, Hutchinson, Jenkins, Jones, Muchmore, Obdyke, Osbourn, Parry, Perry, Pennington, Plummer, Rittenhouse, Robins, E. C. Smith, W. Smith, Tomlin. Vorhis, Wells, Winans, Willever, Whritenor—28.

Nays—Barriclo, Bathgate, Beers, Brown, Buckley, Budd, Collom, Cook, R. S. Demarest, T. W. Demarest, (Speaker) Dutcher, Edmunds, Elmer, Frambes, Gaunt, Gould, Hatfield, Herbert, Hoagland, Hopping, Howell, Keen, Kille, Lafetra, McDonald, Schomp, Sergeant, Schoonmaker, Ward, Wooley, White—31.

AFTERNOON SESSION.

Bills on final passage—The bill to incorporate the Bloomfield Park and Agricultural Association was taken up, and after remarks by Mr. Harker, withdrawing his opposition to the bill on the ground that no remonstrances had been presented, and that it seems to be well guarded, was passed 43 to 12—all the Camden members voting for it except Mr. Barrett.

[Mr. R. S. Demarest presented a petition by a suspension of the rules in favor of a bridge over the Hackensack, near the village by that name.]

The bill to incorporate the Empire Manufacturing company passed, 41 to 5—(Messrs. Doremus, Hutchinson, Robins, Pennington and Ward.)

The supplement to the charter of the Delaware Fire company of Bloomsbury, passed, 51 to 0.

The bill to authorize the board of chosen freeholders of Bergen to erect a bridge over the Hackensack, near the town of Hackensack. Mr. Pennington spoke in favor of the bill. Mr. R. S. Demarest said a remonstrance of 300 names had been presented against this bill. Mr. Muchmore called for the reading of the remonstrance and petitions. The bill was passed as follows:

Yeas—Baldwin, Barrett, Bartlett, Beatty, Brown, Buckley, Collom, T. W. Demarest. (Speaker,) Demott, Doremus, Dutcher, Edmunds, Gould, Harker, Hatfield, Howell, Jones, Kille, Muchmore, Obdyke, Parry, Pennington, Rittenhouse, Schomp, E. C. Smith, W. Smith, Vorhis, Wells, Willever, Ward, Whritenor—31.

Nays—Albertson, Barriclo, Bathgate, Beers, Buckley, Budd, Carr, Cook, R. S. Demarest, Elmer, Frambes, Hoagland, Hopping, Hutchinson, Jenkins, Keen, Lafetra, Osborn, Plummer, Robins, Schoonmaker, Winans, Wooley, White—24.

A motion to recommit the above bill by Mr. Ward was lost.

The bill providing for the distribution of Nixon's Digest was passed, 45 to 1—(Mr. Pennington.)

The bill to restore the 5th section of the charter of the Hackettstown Rank, omitted by the engrossing clerk of last session, was taken up.

Mr. White explained the manner in which the error was made, and said the people of Hackettstown wanted the bill.

Mr. Pennington said he should think it just as censurable to vote for this bill as for the original charter. He voted against it last year and he should vote against this now. He was surprised to find democrats ready to vote for it. In regard to the wants of the people of Hackettstown, referred to by the gentleman, (Mr. White,) they could be very easily accommodated by getting state stocks and organizing a banking institution under the General Law. This, he apprehended, would answer the purposes of the people much better—at least it would give them a system where they would be secure from loss.

Mr. Collom looked upon the application as an act of sheer justice. These people had the charter—they had it by the voice of the people's representatives last year, and they ought to have it now. Whatever might have been his views if he had been called upon to vote for the original bill, he was clear that this omission ought to be corrected, and he should vote for it.

Mr. Kille said he was a democrat and opposed to banks, but he did not regard this application in the light of granting a new charter. It was a manifest error which in all fairness ought to be corrected.

Mr. Lafetra said the committee on banks was fully satisfied that this was an error, and out of courtesy to the friends of the bill he had reported it to the House. Of course he should vote against it. He expected the friends of special banks to vote for it.

Mr. Jenkins said that allusion had been made to the action of the late House on this bill; now he regarded this House as a very different type from that of last year. Those members who sustained the general banking law last year against the special charters are generally returned to this House, and those who had violated the trust reposed in them by the people had gone into oblivion. What is this bill? Simply to give the power to a special corporation to issue $75,000 of paper, to circulate as a currency, without security to the bill-holder. Now he was a general bank law man and he would sooner go home with his ears cut off than vote for a special charter. He was not one of the democratic party but he was in favor of general laws. The democratic party had beat their opponents fairly by advocating general laws, and prominent among them was the general banking law. The people of the state had manifested their disapprobation of special laws by turning out the party with which he had acted, and placing the democrats in power who had taken ground against them. He held that the principle involved in the bill was the same as a new charter. Courtesy was out of the question; a principle of some importance is involved. He lived in a city where there were as good special banks as in any place in the state, yet he could point within the sound of a bell to the evidences of poverty as the consequence of exploded banks.

The question was then taken and the bill was passed as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Barriclo, Bathgate, Beatty, Brown, Buckley, Collom, Cook, Dutcher, Edmunds, Elmer, Frambes, Gould, Harker, Hatfield, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, Muchmore, Osbourn, Parry, Perry, Plummer, Robins, Schomp, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Wells, Winans, Willever, Ward, Whritenor, White—42.

Nays—Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) DeMott, Doremus, Jenkins, Lafetra, Pennington, Rittenhouse, Vorhis, Wooley—13.

Mr. Ward, by a suspension of the rules, moved a reconsideration of the vote by which the Matewan and Keyport bridge bill was lost this morning.

Mr. Collom hoped the resolution would not pass. He had voted for this bill. The House this morning after a careful and patient examination of its merits and demerits, voted against it. If this is to be the practice of the House, where is legislation to end?

And then the influence is bad. Parties interested in bills have only to examine the list of ayes and nays, to find out how many votes they want, and then go to work in various ways to devise means to get them. Will it not place us under the censure of holding ourselves in the market?—such charges have been made, and may be made again. He liked to see the members of the Legislature like Cesar's wife, who loved to be above suspicion. For his own part he meant to be so. It looked to him like saying that we can be operated upon—that by certain means we can be brought to look at a question in a different light. He would shut down upon all attempts at reconsideration where the vote is close. It would be the safer and better course.

Mr. Muchmore rose to ask the gentleman from Burlington whether he believed there were members in the House who could be bought?

Mr. Collom replied:—I know nothing about that; but I know enough of poor human nature to know that it is better not to be led into temptation! (A general laugh.)

Mr. Buckley said he did not think that the House had sufficient light on the question respecting this bill. There were many members who felt that this was true, and he therefore was in favor of the reconsideration.

The motion was agreed to, 34 to 21.

Mr. Pennington then moved that the bill be set down for Wednesday next.

The ayes and nays were called, and Mr. Pennington's motion was agreed to, 39 to 15. Adjourned.

SENATE.

FRIDAY, February 1.

Prayer by Rev. Mr. Smith.

Petitions, &c.—By Mr. Cowperthwaite, against the bill incorporating the Bordendentown and Crosswicks Turnpike Company.

A message was received from the House, communicating the passage of certain bills.

Lost.—To repeal parts of certain acts incorporating turnpike companies—9 to 6. [This vote was subsequently reconsidered.]

Passed.—Supplement to the Newton Presbyterial Academy—15 to 0; supplement to Bordentown Reservoir and Water Company—14 to 0.

Ordered third reading.—To incorporate the Farmers' Mutual Fire Assurance Association of New Jersey; to authorize the erection of a bridge over Cooper's Creek, in Camden county; to incorporate the Cooper's Point and Philadelphia Ferry Company; supplement to Martinville Mining Company.

[The vote by which the bill to authorize the erection of a bridge over Cooper's creek, was ordered to a third reading, was subsequently reconsidered, and the bill postponed for the present.]

Mr. Martin offered a resolution, that when the Senate adjourn, it adjourn to Monday afternoon. Lost—4 to 10.

Mr. Robertson moved a call of the senate, (certain members having retired) which was agreed to, and fourteen senators answered to their names, when further proceedings under the call were dispensed with.

Bills introduced.—By Mr. Laird, for the promotion of the agricultural interests of this state; by Mr. Franklin, supplement to Mullica Hill and Woodbury Turnpike Company; by Mr. Diverty, to authorize the inhabitants of Upper Township, in Cape May, to vote by ballot at their town meetings.

Mr. Price offered a resolution directing the Secretary to inform the Assembly that the Senate will be ready to go into joint meeting for the election of a state treasurer, and other state and county officers, on Thursday, the 7th instant, at 11 o'clock, A. M., in the Assembly chamber.

Mr. Allen moved to lay the resolution on the table. Lost—5 to 9.

Mr. Laird moved to amend by inserting Wednesday the 6th, in place of Thursday the 7th instant.

Mr. Allen hoped this amendment would not prevail. On Wednesday, himself and other members of the two houses would be obliged to be absent, and he did not desire joint meeting to be held unless he and his friends could be present.

Mr. Laird therefore withdrew his amendment, and substituted Friday the 8th, which amendment was agreed to, and the resolution then adopted.

Mr. Rafferty, from the corporation committee, reported the supplement to the Belvidere and Water Gap Railroad.

Mr. Laird offered a resolution that when the Senate adjourn, it adjourn to meet at half past two on Monday afternoon. Lost—3 to 10.

Ordered third reading.—Supplement to Camden and Atlantic Railroad. The bill to incorporate the Bordentown and Crosswicks Turnpike Company was taken up, and after ten sections had been agreed to, further action upon it was postponed. Adj.

AFTERNOON SESSION.

The Senate met as usual, but there being no business, it adjourned to Monday afternoon.

HOUSE OF ASSEMBLY.

FRIDAY, Feb. 1, 1856.

Prayer by Rev. Mr. Miller.

Petitions.—Mr. Pennington, in favor of the new township of Hillsdale in Essex county, out of parts of Orange, Clinton and Springfield.

Reports.—By Mr. Barrett (special committee) reported the joint resolution in commendation of Dr. Kane and others.

Bills noticed.—Mr. Muchmore, a supplement to act for the preservation of deer and other game; Mr. Beatty, to charter a Ferry Company at Columbia, Warren county; also to charter Aten's Ferry in Warren.—Mr. Brown, a series of joint resolutions, asking the general government to assume the expense of wrecks and the burial of dead bodies on the New Jersey coast, taken from wrecks.

Bills introduced.—Mr. Collom, to charter Mount Holly Bank; Mr. Hatfield, to amend charter of Hoboken city; Mr. Wooley to annex part of Nottingham to Trenton, &c. Mr. Dutcher, a supplement to act concerning marriages.

Mr. Robins offered a resolution to adjourn over to Monday afternoon.

Mr. R. S. Demarest offered an amendment providing that if there should be no quorum on Monday afternoon, there shall be an evening session.

The amendment was accepted.

Mr. Dutcher hoped the resolution would not prevail. For three weeks we had adjourned over, because we had no business to detain us; but now there was considerable business before the House. It was well enough for the House to adjourn over on Friday evening—that used to be the custom.

Mr. Pennington wanted the resolution divided. He would vote for part of it.

Mr. Collom spoke against the resolution,

because it was generally followed with one to adjourn at once. He feared this would be the case now.

A motion to divide the resolution was lost.

The resolution was then lost as follows:

YEAS.—Bartlett, Brown, Buckley, Budd, Carr, Collom, R. S. Demarest, Edmunds, Frambes, Gaunt, Hatfield, Hutchinson, Jenkins, Jones, McDonald, Muchmore, Obdyke, Parry, Robins, W. Smith, Schoonmaker, Winans, Whritenor—23.

NAYS.—Barrett, Barricklo, Beatty, Beers, Cook, T. W. Demarest, (Speaker), DeMott, Doremus, Dutcher, Elmer, Gould, Hoagland, Howell, Keen, Kille, Osborne, Pennington, Rittenhouse, Schomp, E. C. Smith, Tomlin, Vorhis, Willever, Ward, Wooley, White—26.

Mr. Hatfield then offered a resolution to adjourn over to Monday afternoon, without the proviso for the evening session.

Mr. Collom gave his reasons why he should vote against this resolution. He had been willing to adjourn over, providing we could make sure of a session either Monday afternoon or evening, but he feared that by adjourning over we left the impression that it would naturally follow on every Friday. The empty seats now in the House already showed that the impression had already been made that we would adjourn as a matter of course. Now he wanted this body to be entitled to the credit of being a working House—to work when we had business on our tables.

Mr. Hatfield said that many of the members of the House had pressing business at home at the close of the week. Others who were on the spot, like the gentleman from Mercer, (Mr. Dutcher) could sit six days in the week, but there were others who wanted to see their families and look after their affairs at home.

Mr. Dutcher said he had as much business which required his attention as most any other member in the House, and at which he could very well employ his time; but he had been called to attend to public business and felt it his duty to do so.

After some further remarks by Mr. Collom, Mr. White moved to lay the resolution on the table. Lost.

The resolution of Mr. Hatfield was then lost, 24 to 24, as follows:

Yeas—Bartlett, Beers, Brown, Buckley, Budd, Carr, R. S. Demarest, Edmunds, Elmer, Frambes, Hatfield, Hutchinson, Jenkins, Jones, McDonald, Muchmore, Obdyke, Parry, Pennington, Robins, W. Smith, Schoonmaker, Winans, Whritenor—24.

Nays—Barrett, Beatty, Collom, Cook, T. W. Demarest, (Speaker) De Mott, Doremus, Dutcher, Gaunt, Gould, Hoagland, Howell, Keen, Kille, Osbourn, Rittenhouse, Schomp, E. C. Smith, Tomlin, Vorhis, Willever, Ward, Wooley, White—24.

Mr. Muchmore then moved to adjourn. Lost, 6 to 38.

Mr. Pennington moved to adjourn to half past two o'clock on Monday afternoon.

Mr. Doremus said he thought we had enough of this work. A half hour had been lost in trying to adjourn. He hoped now the House would vote down the resolution and get through with the business on the files.

The resolution was lost, 10 to 28.

Passed—Supplement to Jamesburg Railroad, 39 to 0.

The House then proceeded to the consideration of bills on a second reading, and ordered all bills on file to a third reading, as follows:

Ordered third reading—To enable the city of Trenton to purchase land and improve the same for a public square; supplement making a new ward in Newark to be called the Tenth Ward; joint resolution from the Senate asking the restoration of Commodore Stewart to the post of senior post captain of the United States navy; to incorporate the Hibernia Iron Company; to regulate the practice in courts of law.

The bill respecting encroachments by constructions of works in the Hudson, beyond the original shore line, was, on motion of Mr. De Mott, postponed to Thursday of next week.

The bill to change the county line between Monmouth and Mercer was made the order of the day for Tuesday next.

Mr. Pennington offered a resolution to adjourn over to quarter before three o'clock on Monday.

Mr. Dutcher said as all the business on the files had been gone through with he had no objections to adjourn.

The joint meeting resolution from the Senate was, on motion of Mr. Collom concurred in.

The resolution was adopted by a rising vote, 21 to 17. Adjourned.

MONDAY, February 4, 1856.

SENATE.

Prayer by Rev. Samuel D. Alexander.

The roll being called, but four Senators answered to their names—whereupon, on motion of Mr. Allen, the Senate adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Geissenhainer.

At a quarter before three o'clock, the time to which the House adjourned on Friday last, the Speaker being absent, on motion of Mr. Barrett, Mr. Kille was elected speaker *pro tem.*

Mr. Collom moved a call of the House.

There being but ten members present, on motion of Mr. Wooley, the House adjourned.

TUESDAY, Feb. 5.

SENATE.

Prayer by Rev. Mr. Geisenhainer.

Petitions, &c.—By Mr. Franklin, against the Bloomfield Park and Agricultural Association; by Mr. Roberts, four petitions in favor of said association; also a remonstrance; by Mr. Laird, against the Manasquan bridge.

Bills noticed.—By Mr. Depew, to incorporate the Hackensack and New York Railroad; by Mr. Franklin, to incorporate the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company.

Reports of committees.—By Mr. Rafferty, (corporations) supplement to the Somerville Woolen Company; by Mr. Speer (judiciary), to authorize the inhabitants of Upper Township, in Cape May, to vote by ballot; to authorize the inhabitants of South Amboy, in Middlesex, to vote by ballot.

Bills introduced.—By Mr. Allen, to incorporate the Bordentown and Columbus Turnpike.

Postponed to Tuesday next.—To repeal parts of certain acts relative to turnpike companies; explanatory of certain turnpike acts.

A message was received from the House, communicating the passage of certain bills.

Passed.—To incorporate the Farmers Mutual Fire Assurance Association of New Jersey—14 to 0; supplement to act authorizing a draw or swing bridge over Elizabethtown creek—17 to 0; supplement to Camden and Atlantic Railroad—17 to 1; supplement to Martinville Mining Company—16 to 1.

Ordered third reading.—Supplement to city of New Brunswick; the supplement to the Somerville and Easton Railroad, authorizing the extension of the Central Railroad from Elizabeth to New York, across the Newark Bay, was taken up on its second reading—three sections agreed to, and the further consideration of the bill then postponed; supplement to act concerning roads; the act relative to the public printing was then taken up, and three sections agreed to. Mr. Laird moved to amend the fourth section by substituting the name of Isaac Mickle, of Camden, in place of A. R. Speer, of New Brunswick, to print the laws; whereupon Mr. Rafferty moved to postpone the further consideration of the bill for the present, which was agreed to; to incorporate the Bordentown and Crosswicks Turnpike Company; to prevent cattle and sheep running at large in Freehold township, Monmouth county; to amend the Jersey City and Bergen Point Plank Road Company; to incorporate the New Jersey State Agricultural Society.

Adjourned.

AFTERNOON SESSION.

Bills noticed—By Mr. Chetwood, to confirm the will of James Peter Van Horne; by Mr. Somers, to repeal the act authorizing a bridge over Mullicus river; by Mr. Smith, to regulate the price of public printing; by Mr. Price, supplement to Sussex and Warren Railroad.

The president presented, from the secretary of state, the annual reports of various railroad and canal companies; also, the annual report of births, deaths and marriages. Of the former 1000 copies, and of the latter 500 copies were ordered to be printed.

Ordered third reading—To incorporate the Long Branch and Sandy Hook Railroad; to incorporate the Exit Fire Arms Company; supplement to Belville Railroad.

Passed—To incorporate the Cooper's Point and Philadelphia Ferry Company—16 to 3.

Mr. Allen said a bill had been placed in his hands by some of the constituents of the president with a request that he would introduce it. He therefore moved a suspension of the rules, to enable him to introduce said bill without previous notice—which was agreed to, 13 to 4. He then introduced the bill—an act relative to the America Bank of Trenton. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Barrett.

Petitions, &c.—By Mr. Collom, in favor of a bridge over Cooper's Creek, in Camden county.

By Mr. Willever, from Hunterdon, against act creating the Normal School, asking for the repeal of the same.

By Mr. Howell and Muchmore, asking for an increase of interest to 7 per cent. in Morris county.

Reports of committees.—Mr. Gaunt, several engrossed bills.

Mr. DeMott, (passed bills) reported the presentation of a bill to the Governor for his signature.

Bills noticed.—Mr. Hatfield, to reduce number of freeholders from each township to one, in Hudson county.

Mr. Elmer, to authorize city of Elizabeth to borrow $10,000, to build a public school house.

Mr. Buckley, for a supplement to city of Paterson.

Mr. Wooley, to enable owners of land to clear out the Assanpink, within certain limits.

Mr. Hoagland, supplement to Millstone and New Brunswick Railroad Company.

Bills introduced.—Mr. Beatty, to establish a ferry across the Delaware at Columbia, Warren county.

Mr. Hatfield, a supplement to Fire Department of Hoboken.

Bills on final passage.—The bill to authorize the purchase of land in Trenton, for a public square, (after a vote of the people) was taken up. Mr. Dutcher briefly explained the object, and the bill passed, 43 to 0.

The bill creating a new ward in Newark to be called the Tenth ward, passed 43 to 0.

The Senate bill to incorporate the Hibernia Iron Company, of Morris county—capital, $300,000, in shares of $100 each. was taken up, and postponed on account of an error in the engrossment.

The bill from the Senate to amend the act respecting the practice in the courts of law was passed, 37 to 0.

Bills on second reading.—The bill to alter the line between the counties of Monmouth and Mercer—annexing part of Millstone in Monmouth, to East Windsor in Mercer, was ordered to have a third reading.

The supplement to the city of Camden, authorizing the appointment by City Council of special constables for each ward for the collection of arrears of taxes—and to issue alias or pluries tax warrants—also abolishing court of general quarter sessions of the city—and authorizing council to fill vacancies in their board, was taken up.

Mr. Barrett amended the bill so as to require the Mayor to call an election in the ward where a vacancy occurs to fill the same. The bill was then ordered to a third reading.

The supplement to the Peapack and Plainfield Railroad—extending the time of commencement to 1860, and the completion of said road to 1865, and increasing the capital to one million of dollars. Mr. Pennington moved to strike out the fifth section, exempting them from any other tax or impost than that provided in the charter, which was adopted 10 to 9. The bill was then ordered to a third reading.

The bill to incorporate the Union Works of Burlington county, for the manufacture and sale of cutlery in all its branches—$25,000 capital, in shares of $25 each, was ordered to a third reading.

The supplement to the Northern Railroad, respecting commissioners to appraise land, defining their duties, &c.

Mr. Demott moved to amend so as to limit the time of commencement to 1858, instead of 1860—opposed by Mr. R. S. Demarest. Lost 10 to 32. Adjourned.

AFTERNOON SESSION.

The bill respecting public schools in this state, reported by the codifiers, was, on motion of Mr. Collom, made the order of the day for Thursday.

Ordered third reading—The bill to authorize the trustees of public schools in Belvidere to sell school house and build another; to restore Jacob P. Stickle, of Morris county, to the rights of citizenship, was taken up on second reading. After having been read Mr. Ward moved to dismiss the bill from the calander. Mr. Howell explained the nature of the bill. Mr. Stickle had been convicted of perjury, but since he had returned to his family he had lived properly before his fellow citizens. Mr. Collom addressed the House with much feeling, stating that the individual had given every evidence of contrition and might be called self-redeemed. Motion to dismiss the bill was lost, 1 to 49.

BANKS.

At this point, Mr. Lafetra asked for the suspension of the rules to enable the committee on banks to report. The rules were suspended and Mr. Lafetra reported against all the applications for charters or increase of capital. The following is the

REPORT.

The undersigned, a majority of the committee on banks, to whom was referred Senate and Assembly bills No. 26, 43, 18, 57, and severally entitled "an act to incorporate the Phillipsburg Bank, the Mt. Holly Bank, the Domestic Bank at Paterson, and an act to authorize the Mechanics' and Manufacturers' Bank at Trenton to increase their capital stock," beg leave to say that they have received the careful and candid consideration of the undersigned, who can only reiterate the sentiments and opinions heretofore expressed, that the continued disposition to deviate from what was deemed by a large majority of the citizens of the state, a settled policy of banking, will, by the extension of the principles, conflict directly with the provisions of the act, entitled "an act to authorize the business of Banking"—therefore the undersigned would thus early and briefly take occasion to say, and with all due deference to the opinions of those who are now applying for special privileges, that they can never abandon the position that *all issuers of bank notes should give full security for their ultimate redemption*, believing it the imperative duty of all individuals or companies, asking for banking privileges previously to their obtaining them, to lodge in the hands of the state an assignment of stock, mortgages, landed or other fixed property, equivalent to the amount of the notes issued to them, to be held in security for their payment. The recent deviation from this policy at the last session of the legislature was in the judgment of your committee a palpable inconsistency of legislation, and in direct violation of principle. As servants of the whole people, whose paramount duty it should be to legislate for the equal benefit of all—conceiving it invidious and unfair to permit one set of banks to issue their evidences of debt to pass as currency without restraint, by which they may, to a great extent, by their own will, control the industrial operations of the whole community. They are of the opinion that the granting of special privileges by this legislature. in the form now asked for, cannot be viewed in any other light than as an act of injustice to those persons who have associated themselves under the general law, and a sacrifice of principle on the part of those whose duty it should be to maintain, inviolate the principles heretofore proclaimed by the dominant party of this legislature, in relation to the system of security banking.—And further, your committee do not hesitate to recommend, and they think that even handed legislation demands, the immediate and unconditional repeal of all acts or parts of acts, passed at the last session of the legislature, as in conflict with the provisions of the act entitled "an act to authorize the business of banking."

Believing there is but one means of making sure of the solvency of the issues, and of providing for their being paid, when presented, and that is, by compelling all issuers of such notes, to give security for their payment. This, and this only, will prevent the circulation of spurious paper, and afford a sufficient guarantee, that the notes the public are obliged to take, are really, and in fact what they profess to be. The measure, too, is one that may be easily enforced, and the undersigned would call the attention of the Legislature, and the country, to the fact that this system of free banking is "no untried experiment," that by the safe and judicious application of some forty millions of dollars of capital, and upwards, in the great State of New York, where it has been found to operate to the very decided advantage of all classes of the community; save those adventurers, who, without capital and without credit, managed to get themselves indebted to the public, by fair appearances, promises and similar devices, insinuated themselves into the public confidence; but who, when their positions and impositions were detected, have been found to be no worse off than when they started, and the general presumption is that they are a great deal better off; having taken care to provide, at the cost of the credulous and deceived public, a reserve stock for their future maintainance and operations. To facts like these, your attention is called, as an encouraging example to our own State, to persevere in maintaining,—and if need, to reforming our own system by an inflexible and unwavering adherence to the system of free banking, which it had been supposed was to remain the fixed and settled policy of the State, and which in the opinion of the undersigned was in the main correct, if fairly and honestly carried out. It cannot therefore be too strongly urged upon the Leglslsture, the necessity of a strict adherence to general, over special laws—to abstain from that veering, vacillating policy, which has too much of late, characterized and contradistinguished New Jersey from her sister States upon like important subjects. For now after the lapse of years, past amid the strife of political contests, is it not a fact worthy of note, that the state of N. York, notwithstanding the frequent political changes in the adminis-

tration of her State government, since the passage of the free banking act in 1838, yet neither political party in the State have dared to pass, or even to advocate the passage of a special bank charter. In conclusion, then, your attention is called to the well known position heretofore occupied by the undersigned upon this important subject: they therefore submit to the House the bills, severally entitled "An act to incorporate the Phillipsburg Bank; the Mount Holly Bank; the Domestic Bank of Paterson, and the act to authorize the Mechanics and Manufacturers' Bank at Trenton, to increase their capital stock. Thus precluding the charge of arrogating to themselves the right, to stifle in committee what they at present deem the property of the House. For these and other reasons, your committee report the same to the House, unamended, trusting that they will receive that disapproval and condemnation, which their nature and character in the opinion of the undersigned so justly merit.

(Signed) HENRY E. LAFETRA,
JAMES A. PENNINGTON,
GEORGE V. DEMOTT.

Mr. R. S. Demarest moved that the report be accepted, and that five hundred copies be printed.

Mr. Jenkins moved to amend by increasing the number to two thousand.

The question, on motion of Mr. McDonald, was divided. The question was taken on printing two thousand copies, and lost—20 to 30.

Mr. Gould moved to print 1000 copies.

Mr. Perry moved to lay the same on the table. Lost—16 to 30.

Mr. Gould's motion was then adopted, and the report was accepted.

THE AIR LINE.

The bill to incorporate the South Jersey and Air Line Railroad was taken up.

Mr. Pennington moved to strike out the 19th section, which authorizes the state to subscribe to the stock to the amount of one hundred thousand dollars. Lost.

Mr. Lafetra offered an amendment requiring the laying of a double track.

Mr. Parry explained that this is already provided for.

Mr. Jenkins advocated the amendment of Mr. Lafetra, and said he wanted the company compelled to make a double track.

Mr. Parry thought it would be rather burthensome to a new road, while the greatest thoroughfare between the two greatest cities had but one track.

The amendment was lost, and the bill was ordered a third reading.

The supplement to the Elizabethport and Staten Island Ferry Company, was ordered a third reading.

The supplement to act for the encouragement of associations to erect buildings, &c., was ordered a third reading.

The supplement to the act respecting executions and sales by virtue thereof, was ordered a third reading.

The bill to authorize the Mechanics' Bank, of Trenton, to increase their capital stock to $500,000, was ordered a third reading.

The bill for the better regulation of the Hudson Brigade was taken up. Mr. Muchmore moved to strike out the section exempting the members from jury duty. The amendment was opposed by Mr. Hatfield. Lost. The bill was then ordered a third reading. Adjourned.

WEDNESDAY, Feb. 6.

SENATE.

Petitions, &c.—By Mr. Chetwood, from citizens of Essex county, against the Newark Bay Railroad bridge; by Mr. Depew, from citizens of Hackensack, against the said bridge; by Mr. Riggs, from thirty-eight citizens of Aquacknock, against said bridge; by Mr. Roberts, against the Bloomfield Park and Agricultural Association.

Bills introduced.—By Mr. Depew, to incorporate the Hackensack and New York Railroad; by Mr. Chetwood, to confirm will of James Peter Van Horne.

Reports of committees.—By Mr. Rafferty (corporations), to incorporate the Bloomfield Park and Agricultural Association; to incorporate the Empire Manufacturing Company; supplement to Freehold and Jamesburg Agricultural Railroad; supplement to Delaware Fire Company; by Mr. Rea (municipal corporations), to authorize the city of Trenton to purchase land for a public square; supplement to city of Newark; by Mr. Robertson (agriculture), joint resolution relative to the adulteration and sale of impure guano. The same committee reported adversely to the bill for the promotion of the agricultural interests of this state — making an appropriation of two thousand dollars to the State Agricultural Society, and moved that the bill be disagreed to, which motion was adopted—11 to 3 (Martin, Rafferty, and Roberts).

Passed.—Supplement to city of New Brunswick—14 to 0; to prevent sheep and cattle running at large in Freehold township, Monmouth county—12 to 0; supplement Jersey City and Bergen Point Plank Road Company—15 to 0; joint resolution relative to the distribution of Nixon's Digest, with House amendments—15 to 0; supplement to the Belleville railroad, 15 to 0.

Ordered third reading.—Supplement to Somerville Woollen Company; to authorize the construction of a draw or swing bridge over the Manasquan river; supplement to Delaware Fire Company, of Bloomfield, Burlington county; to authorize the city of Trenton to purchase land for a public square, and to improve the same; supplement to Freehold and Jamesburg Agricultural Railroad.

Mr. Bramhall moved a reconsideration of the vote by which the bill for the promotion of agricultural interests of this state was disagreed to.

Mr. Robertson moved to lay the motion on the table. Lost—7 to 7.

The motion to reconsider was then also lost—7 to 7. Adjourned.

AFTERNOON SESSION.

But ten Senators, less than a quorum, answered to their names at roll-call.

Mr. Bramhall moved that the Sergeant-at-Arms be dispatched after the absentees. Agreed to, and a quorum shortly appeared.

Petitions, &c.—By Mr. Bramhall, from citizens of Essex county, for the extension of the Central Railroad; by Mr. Rafferty, a similar petition from citizens of Hunterdon; by Mr. Martin, one from Somerset; by Mr. Speer, one from Middlesex; by Mr. Cowperthwaite, one from Essex county.

Ordered third reading—Supplement to the Somerville and Easton Railroad; to incorporate the Long Dock Company; to authorize inhabitants of South Amboy, in Middlesex, to vote by ballot.

Bills noticed—By Mr. Bramhall, supplement to Jersey City.

Bills introduced—By Mr. Somers, to repeal the act authorizing a draw or swing bridge over Mullicus river. This bill was subsequently reported by the judiciary committee. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Geisenhainer.

Petitions, &c.—Mr. Pennington, a remonstrance against setting off the township of Hillsdale, in Essex.

Mr. Harker asked and obtained leave to withdraw from the files the petitions from the Camden and Atlantic Railroad.

Mr. R. S. Demarest, from citizens of Bergen county, against the incorporation of special banks, and asking for the repeal of the acts passed by the last legislature. Referred to committee on banks.

Mr. Howell, against an act to prevent hogs, &c., from running at large in Hanover, Morris county.

Mr. Dutcher, five petitions in favor of the increase of the capital of the Mechanics and Manufacturers' Bank, of Trenton. Also, one in favor of an alteration in the Mercer and Monmouth county line.

REPORTS OF COMMITTEES.

Mr. Dutcher (judiciary), reported a supplement respecting marriages.

Mr. Beatty (corporations), reported Hoboken City Gas Light Company; to incorporate the City Blues, of Paterson; to incorporate Warren Foundery Machine Company; to inclose Toms' Point, in Morris county; further supplement to Mount Holly and Jobstown Turnpike Company; further supplement to Newark Fire Department; to repeal act respecting turnpike and plank road companies; to incorporate Long-a-coming and Chew's Landing Turnpike Company; supplement to telegraph companies; supplement to act respecting Presbyterial Academy, of Newton; Hudson and Bergen Gas Light Company; supplement to Bordentown Reservoir Company.

The Speaker laid before the House the annual report of the Paterson Savings Institution; also, a report from the State Librarian, showing the condition of the same, and asking a law to give the privileges of the library to ministers of the gospel. Referred to committee on state library. Also, the report of the secretary of state of the births, marriages and deaths, and the annual report of the railroad companies.

Report accepted, and one thousand copies of railroad reports, and five hundred copies of the report of births, marriages and deaths, ordered to be printed.

Mr. Pennington called the attention of the House to a resolution offered by him some time ago respecting the officiating of clergymen in this House, and renewed his resolution requiring the committee to report.

The ayes and nays were called, and the resolution prevailed, as follows:

Ayes—Bartlett, Bathgate, Beatty, Buckley, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Doremus, Dutcher, Elmer, Frambes, Gaunt, Harker, Hatfield, Hutch-

inson, Jenkins, Jones, Kille, Lafetra, Parry, Pennington, Plummer, Rittenhouse, Schomp, Sergeant, E. C. Smith, Schoonmaker, Tomlin, Vorhis, Willever, Ward, Wooley, Whritenor—33.

Nays—Barrett, Barriclo, Beers, Brown, Budd, Cook, Edmunds, Gould, Hoagland, Hopping, Howell, Keen, Muchmore, Obdyke, W. Smith, Wells, Winans White—18.

Mr. Gould, chairman of the committee, said the committee wodld be reedy to report this afternoon.

Bills introduced—Mr. Lafetra, relative to mode of working roads in Ocean township; Mr. Buckley, supplement relative to schools in Paterson; Mr. R. S. Demarest, a further supplement to act respecting taxes; Mr. Beatty, for a public ferry at or near Aten's ferry, across the Delaware, in Warren; Mr. Doremus, a further supplement regulating Pilots; Mr. Hoagland, a supplement to Millstone and New Brunswick railroad.

Mr. Pennington called up the bill to incorporate the Bay Railroad Company, from the unfinished business of last session, and had the same referred to the committee on corporations.

Bills noticed—Mr. Brown, a bill to suppress intemperance; Mr. Kille, a supplement to act defining the duties and fixing the salary of the Attorney General; Mr. Wells, to incorporate a Banking Company at Millville; Mr. Dutcher, a supplement to act respecting conveyances; also a bill to secure to operatives in manufacturing establishments, their wages.

On motion of Mr. Pennington, the bill relative to the Peapack and Plainfield Railroad, which was ordered a third reading yesterday, was reconsidered and recommitted.

Bills on final passage—The bill to incorporate the Keyport and Matewan Bridge Company was called, it being the order of the day.

Mr. Jenkins asked a further postponement of the bill. His colleague (Mr. Robins) who was interested in the bill, was detained at his room.

Mr. Beers thought the parties had had time enough, and he hoped no postponement would take place.

Mr. Wells was in favor of the postponement for the reasons given by Mr. Jenkins.

Mr. Lafetra said in justice to many persons here on this business, the bill ought to be disposed of.

Mr. Muchmore asked Mr. Jenkins to name a day.

Mr. Jenkins named Thursday, (to-morrow.)

The ayes and nays were called, and the bill was postponed, 28 to 24.

The joint resolution asking for the restoration of Commodore Stewart to the post of senior post captain of the navy was taken up.

Mr. Lafetra asked what was the object of these resolutions.

Mr. Wells said the object was expressed in the resolutions—to restore Com. Stewart to his original position in the navy.

The ayes and nayes were called.

Mr. Bathgate asked to be excused from voting.

The House refused to excuse him.

Mr. Bathgate then called for the reading of the resolutions.

After the reading, Mr. Lafetra said that the committee of the navy had done no injustice to Com. Stewart. He was quite an elderly man and had been simply relieved from active service to make room for younger persons—his pay was continued, and he still held the same post he did before. He could not therefore vote for the resolutions beoause they appeared to be unnecessary.

Mr. Barret said "Old Ironsides" had never yet been beaten in battle, and he hoped he would not now be beaten in New Jersey.

The ayes and nays were called and the resolutions were passed as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Buckley, Cook, R. S. Demarest, Doremus, Dutcher, Elmer, Frambes, Gould, Harker, Hatfield, Hoagland, Hopping, Howell, Hutchinson, Jenkins, Jones, Keen, Kille, Muchmore, Parry, Plummer, Sergeant, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Vorhis, Wells, Wooley, Whritenor—34.

Nayes—Barriclo, Bathgate, Beatty, Beers, Budd, T. W. Demarest, (Speaker) Gaunt, Lafetra, Obdyke, Osbourn, Pennington, Rittenhouse, Schomp, Winans, Willever, Ward, White—17.

Several bills were called, and at the request of members, postponed for the present.

Ordered third reading—To prevent horses, cattle, swine, &c., from running at large in Hanover, Morris county—amended so as to include Bloomfield, in Essex; the joint resolutions in commendation of Commodore E. K. Kane and others. Adjourned.

AFTERNOON SESSION.

3 P. M.—The bill to incorporate the Hibernia Iron Company, was passed 43 to 1, (Mr. Doremus.)

The supplement to Camden city was passed 49 to 0.

The bill to alter the county line between Mercer and Monmouth was called up.

Mr. Lafetra moved the indefinite postponement of the bill.

Mr. Dutcher hoped the resolution would not prevail—nearly all the residents in the part proposing to be annexed had asked for the bill; and further, we might as well meet the question fairly.

The motion to postpone indefinitely was lost—9 to 36.

Mr. Hutchinson explained the bill, and said that 14 persons reside in the plot proposed to be set over, and that 13 of them had petitioned for this bill.

Mr. Dutcher further discussed the bill—showing that the persons residing in the limits proposed to be set off, are all greatly discommoded by the present line—in every instance dividing their farms.

The bill was then passed, 36 to 16.

The bill to authorize the school trustees of Belvidere to sell a school house, passed 46 to 0.

The bill for the relief of Jacob P. Stickle, of the county of Morris, passed 43 to 0.

The supplement to act respecting companies for the building of lyceums, charitable purposes, &c., was passed 47 to 0.

The supplement to the Elizabethport and Staten Island Ferry Company was passed, 47 to 0.

The supplement to Northern Railroad Company passed 47 to 0.

The bill to allow the enclosure of certain lands in Pequannock, called Tom's Point, was not agreed to.

Mr. Gould, from the committee to invite the clergy, reported that they had invited a sufficient number to officiate—and had invited them without reference to their religious views. The report was adopted.

Mr. Lafetra offered a resolution to continue the committee, with a request that they invite all the clergy.

Mr. Cook moved to lay the resolution on the table. Adopted, 35 to 16. Adj.

THURSDAY, Feb. 7, 1856.

SENATE.

Prayer by Rev. Mr. Geissenheiner.

Petitions.—By Mr. Franklin, from citizens of Essex county, in favor of the Central Railroad extension; by Mr. Smith, a similar petition from citizens of Somerset; by Mr. Rafferty, a similar petition from citizens of Hunterdon; by Mr. Depew, a remonstrance from 100 citizens of Elizabeth, against the bridging of Newark Bay; by Mr. Riggs, a similar remonstrance from 200 citizens of Newark; by Mr. Price, from citizens of Warren, for the Central road extension; by Mr. Franklin, from citizens of Camden county, for a bridge over Cooper's creek.

Reports of committees.—By Mr. Speer, (judiciary) to authorize the board of freeholders of Bergen county, to build a bridge over the Hackensack river.

A message was received from the House, announcing the passage of certain bills, which were taken up, and appropriately referred.

Passed.—To incorporate the Long Branch and Sandy Hook Railroad—15 to 0; to authorize the city of Trenton to purchase land for a public square, and to improve the same—13 to 3; supplement to Freehold and Jamesburg Agricultural Railroad—15 to 1, (Mr. Speer.)

Ordered third reading.—To authorize the erection of a bridge over Cooper's creek; to authorize the inhabitants of Upper township, in Cape May, to vote by ballot, amended so as to include the inhabitants of Egg Harbor, in Atlantic county.

The "bill for the security of railroad companies and the safety of travelers," was then taken up. The first six sections were agreed to without amendment. The seventh was postponed for the present.—The eighth was also agreed to, and the ninth postponed. The next 7 sections were likewise agreed to. The 17th section being under consideration Mr. Smith moved that it be stricken out. (This section provides that whenever damages shall have occurred by any negligence or violence by any railroad company, and personal injury or death shall have ensued therefrom, any recovery therefore, shall not exceed $5000.) Mr. Smith gave as his reason for moving the excision of the section, that he was opposed to legislating this subject out of the courts.

Mr. Allen opposed the motion, and it was lost, 7 to 9.

Mr. Price moved to strike out $5000, and insert $50,000, as the amount of damages to be recovered. Lost, 7 to 9.

Mr. Howell moved to postpone the consideration of the section. Lost, 7 to 9.

Mr. Smith moved to strike out $5'000 and insert $10,000. Lost—8 to 9.

Mr. Price moved to substitute $9000, in place of $5000. Lost—7 to 10.

The section was then agreed to—10 to 7.

Ayes—Alexander, Allen, Depue, Diverty, Franklin, Laird, Roberts, Riggs, Rafferty, Somers—10.

Nays—Bramhall, Cowperthwaite, Howell, Price, Robertson, Smith, Speer—7.

The remaining sections were also agreed to, without material amendment. The seventh and ninth sections were also agreed to, with slight amendment. Pending the consideration of the sixteenth section, which provides that whenever any passenger on any railroad shall be injured while on the platform of a car, there being room in the car for his accommodation, or by putting his head or arms out of the window, contrary to the rules of the company, Mr. Speer moved so to amend as to make the company, in any case, responsible. He advocated his amendment in some remarks, insisting that there were occasions when it was necessary for passengers to be on the platform, and it was not right that companies should be exempted from responsibility. This question has been before the courts, and railroad companies have insisted that the passenger had no business to put his head or arms out of the window, or to stand on the platform, contrary to their regulations—but the ruling of the courts has been that railroad companies were bound so to construct their roads that there would be no danger to passengers in looking from the cars—that is, to build them sufficient free and far removed from all obstructions as that no peril would attach to to the mere act of putting a hand or arm from the window.

Mr. Allen opposed Mr. Speer's amendment, and after further debate, it was agreed to—10 to 7.

Mr. Allen then moved that the further consideration of the bill be postponed. Agreed to. Adjourned.

AFTERNOON SESSION.

Petitions, &c.—By Messrs. Martin, Rea, Speer, Riggs and Bramhall, several petitions from Hunterdon, Warren, Middlesex, Essex and Somerset counties, in favor of the Central Railroad extension; by Mr. Speer, a remonstrance against such extension.

Bills noticed.—By Mr. Martin, supplement to the act regulating proceedings and trials in criminal cases.

Bills introduced.—By Mr. Franklin. to incorporate the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company; by Mr. Price, supplement to Sussex and Warren Railroad.

Passed.—Supplement to Somerville Woolen Company—14 to 2.

The bill for the extension of the Central Railroad, being called, Mr. Speer moved that the vote by which the bill was yesterday ordered to a third reading, be reconsidered. He made this motion, he said, at the request of Senator Chetwood, who was out of his place by reason of illness, and who desired to propose certain amendments to the bill.

Mr. Bramhall hoped the motion would not prevail. The Senator from Essex had had ample opportunity to amend the bill, both when before the corporation committee of which he was a member, and while it was pending before the Senate. He understood that the amendment which it is desired to make, was one which would effectually destroy the object of the bill, and render it entirely unacceptable to the applicants. He hoped it would be permitted to stand on its third reading; if it had not sufficient merit to command the votes of Senators in its present shape they had the alternative of voting against it.

The motion to reconsider was lost, 3 to 16. The bill was then, by mutual consent, postponed until Tuesday next.

The bill to incorporate the State Agricultural Society was passed—18 to 0.

Ordered third reading.—Act relative to freights and fares on railroads; to incorporate the Bloomfield Park and Agricultural Association. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Kirkpatrick.

Mr. McDonald presented a petition to reduce notarial fees, &c.; also, a memorial against the application of the New York and Erie Railroad Company from the New Jersey Railroad Company; Messrs. Osborne, White and Willever, in favor of Phillipsburg Bank; Mr. Pennington, in favor of Hillsdale township; Mr. Howell, against enclosure of Tom's Point; Mr. Jenkins, in favor of Matewan and Keyport Bridge; Mr. Lafetra, several certificates in regard to the position of Mr. Beers on this subject.

Reports of committees—Mr. Dutcher, (judiciary) supplement respecting clams and oysters; to prevent the sale and manufacture of adulterated liquors in this state; to authorize sale of church property at Blackwoodtown.

Mr. Beatty, (corporations) reported the bill to authorize the New York and Erie Railroad Company to cut through Bergen Hill, with an amendment requiring the same to be tunnelled; also supplement to Martinville manufacturing Company.

Bills introduced—Mr. Muchmore, supplement to act for preservation of deer and other game; Mr. Hatfield, to reduce the number of freeholders from each township, in Hudson county to one.

Mr. Brown, for the suppression of intemperance. Referred to Messrs. Brown, Collom and Schomp.

Bills noticed—Mr. Buckley, to incorporate Belville manufacturing Company; Mr. Collom, to incorporate the Howard Express Company; Mr. Harker, supplement to Camden; Mr. Beatty, to elect overseers in Blair township by districts.

Bills on final passage—The bill to incorporate the Matawan and Keyport Bridge Company was taken up.

Mr. Beers made some explanations in regard to his position.

Mr. Hutchinson said the bridge ought to be built.

Mr. Collom opposed the bill at some length.

After some further discussion, Mr. Jenkins moved to recommit the bill for the purpose of introducing an amendment to submit the question of the erection of this bridge to the legislative district in which it is located. Lost, 21 to 23.

The bill was then discussed by Mr. Collom and Mr. Muchmore in its favor, and lost by the following vote:

Ayes—Baldwin, Bartlett, Buckley, Carr, Doremus, Elmer, Harker, Hutchinson, Jenkins, Jones, McDonald, Muchmore, Osborne, Parry, Pennington, Plummer, Rittenhouse, Sergeant, Tomlin, Winans, Whritenor—21.

Nays—Barrett, Barriclo, Bathgate, Beatty, Beers, Brown, Budd, Collom, Cook, R. S. Demarest, T. W. Demarest, (Speaker) Dutcher, Edmunds, Frambes, Gaunt, Gould, Hatfield, Hoagland, Hopping, Howell, Keen, Kille, Lafetra. Obdyke, E. C. Smith, W. Smith. Schoonmaker, Willever, Ward, Wooley, White—31.

The bill to validate the will of Margaret Bradford was taken up, and after having been discussed by Mr. Winans and Mr. McDonald, the bill passed—46 to 0. Adjourned.

AFTERNOON SESSION.

The bill to appoint commissioners to fix a line for water fronts on the Hudson river at Jersey City, Hoboken, &c., was taken up and after some time spent in its consideration, was ordered to a third reading.

A message was received from the governor stating that he had approved and signed the following bills: Supplement to Belville Railroad, supplement to act relative to a draw or swing bridge over the Elizabeth Creek; supplement to Camden and Atlantic Railroad Company; to validate a deed from Clement Hance to Isaiah Toy.

Mr. Muchmore moved a reconsideration of the vote by which the bill altering the county line between Monmouth and Mercer was passed, yesterday.

Mr. Dutcher objected and said the bill had had a fair trial. No amendments had been proposed, and it passed after due deliberation.

Mr. Collom said he would vote for a reconsideration on the ground that a gentleman interested in the bill was absent yesterday by a bereavement.

The vote was reconsidered, and the bill was set down for Tuesday.

Mr. Wells offered a resolution making an additional rule by which all persons, except members, officers and reporters, shall be excluded from within the bar of the House. Laid on the table. Adjourned.

FRIDAY, Feb. 8, 1856.

SENATE.

Prayer by Rev. Mr. Kirkpatrick.

Petitions, &c.—By Mr. Martin, from the officers of the military convention held yesterday in this city, for the appointment of a committee to revise and codify the militia laws; by Mr. Bramhall, from citizens of Essex, for the Central Railroad extension; by Mr. Roberts, against bridge over Cooper's creek; by Mr. Howell, from citizens of Deerfield, Cumberland county, for the repeal of the law requiring them to vote by ballot.

Bills noticed.—By Mr. Rafferty, to incorporate the Clover Hill Public Hall Association, of Hunterdon county.

Bills introduced.—By Mr. Allen, to incorporate City Bank at Hoboken; by Mr. Smith, to authorize the several road districts of Upper Alloways creek, in Salem, to elect their own overseers; by Mr. Smith, to authorize the inhabitants of Salem township to vote by ballot; by Mr. Smith, to regulate the price of public printing—referred to the special committee of Messrs. Smith, Riggs and Bramhall.

Reports of committees.—By Mr. Rafferty.

(corporations) supplement to Mullica Hill and Woodbury Turnpike Company; to incorporate Bordentown and Columbia Turnpike.

By Mr. Rea, (municipal corporations) supplement to city of Trenton.

Mr. Riggs, from the joint committee on the Lunatic Asylum, presented their report, accompanied by a bill entitled, "An act for the relief of the Lunatic Asylum."

Passed.—To incorporate the Hibernia Iron Company, with House amendments; to incorporate the Odd Fellows' Hall Association of New Egypt—15 to 3; to authorize the inhabitants of South Amboy to vote by ballot—17 to 2.

A message was received from the House, announcing its readiness to go into Joint Meeting.

Mr. Bramhall moved that the Senate take a recess of ten minutes, in order to examine the list of nominations. Agreed to.

At half-past eleven, the Senate again came to order, and immediately proceeded to the Assembly chamber, to go into Joint Meeting.

At a quarter to three, the Senators returned. Mr. Laird offered a resolution to adjourn to Monday afternoon. Lost, 7 to 7.

Mr. Allen moved to adjourn. Lost, 3 to 12.

Mr. Martin moved a reconsideration of the vote not to adjourn to Monday afternoon. Agreed to, and the Senate resolved to adjourn, 9 to 7. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. A. T. Geissenhainer.

After reading the Journal, Mr. Perry moved the House take a recess of 15 minutes to prepare for Joint meeting. Adopted.

The house was called to order and Mr. Dutcher introduced a resolution requesting the Clerk to furnish to the Senate a list of nominations, which was adopted.

Mr. Kille presented a petition from inhabitants of Maurice River, asking a repeal of act to vote by ballot.

Mr. Wells, from inhabitants of Cumberland in favor of South Jersey Air Line Railroad.

Mr. Keen on the same subject.

Mr. Howell, relative to the running at large of cattle, hogs, &c., in Hanover, Morris county.

Bills noticed—By Mr. Demott, to repeal part of act relative to Hudson Brigade.

Bills introduced—By Mr. Parry, to charter Columbus and Kinkora Turnpike; by Mr. Elmer to authorize Elizabethtown to borrow $10,000 for a school house; by Mr. Buckley, to charter Belleville Manufacturing company; by Mr. Harker, supplement to Camden and Atlantic Turnpike.

JOINT MEETING.

At 20 minutes past 11 o'clock, the Senators entered the Assembly chamber, and the two Houses went into Joint Meeting.

On motion of Mr. Allen, Hon. Wm. C. Alexander was appointed President and A. R. Throckmorton Secretary of the Joint Meeting.

On motion of Mr. Bramhall, Wm Dorman, Esq., was elected assistant secretary.

The resignation of Judge Cooper, of Passaic was presented and accepted. The resignations of several commissioners were also accepted.

The list of nominations was then taken up.

For State Treasurer—R. M. Smith of Mercer, and John Buckman of Burlington, were on nomination.

Mr. Smith was elected by the following vote:

For Mr. Smith—

Alexander, Bramhall, Barriclo, Bathgate, Beatty, Beers, Buckley, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, Depue, De Mott, Doremus, Dutcher, Frambes, Gaunt, Gould, Kille, Lafetra, Laird, Obdyke, Osbourn, Pennington, Plummer, Price, Rafferty, Rea, Riggs, Rittenhouse, Robins, Robertson, Schomp, Sergeant, W. Smith, Schoonmaker, Somers, Speer, Vorhis, Winans, Willever, Ward, Wooley, White—44.

For Mr. Benjamin Buckman—

Allen, Baldwin, Barrett, Bartlett, Brown, Cowperthwaite, Cook, Diverty, Edmunds, Elmer, Franklin, Harker, Hatfield, Herbert, Hoagland, Hopping, E. Howell, L. Howell, Jones, Keen, Martin, McDonald, Muchmore, Parry, Perry, Roberts, C. P. Smith, E. C. Smith, Tomlin, Wells, Whritenor—32.

Absentees—Albertson, Chetwood, Hutchinson, Jenkins.

For keeper of the State Prison—Wm. B. Vanderveer and John P. Leep were on nomination.

Mr. Vanderveer was elected by the following vote:

For Mr. Vanderveer—

Alexander, Bramhall, Barriclo, Bathgate, Beatty, Beers, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, Depue, De Mott, Doremus, Dutcher, Frambes, Gaunt, Gould, Kille, Lafetra, Laird, Obdyke, Osbourn, Pennington, Price, Rafferty, Rea, Riggs, Rittenhouse, Robins, Robertson, Schomp, Sergeant, W. Smith, Schoonmaker, Somers, Speer, Vorhis, Winans, Willever, Ward, Wooley, White—43.

For Mr. Leep—

Allen, Baldwin, Barrett, Bartlett, Brown, Cowperthwaite, Cook, Diverty, Edmunds, Franklin, Harker, Hatfield, Herbert, Hoagland, Hopping, E. Howell, L. Howell, Jones, Keen, Martin, McDonald, Muchmore, Parry, Perry, Plummer, Roberts, C. P. Smith, E. C. Smith, Tomlin, Wells, Whritenor—33.

Absentees—Albertson, Chetwood, Hutchinson, Jenkins.

For inspectors of State Prison—Thomas F. Howell, Samuel Kay, Jos. Cunningham, Jeremiah Lalor, M. W. Casterline, and the old board were on nomination.

Mr. Bramhall moved that the first five persons be appointed.

Mr. Allen called the ayes and nays.

The motion was agreed to 42 to 34 and the persons above named were appointed.

For State Director of Camden and Amboy Railroad—Henry Hillard and James B. Burnet were placed on nomination.

Mr. Hillard received 43 and Mr. Burnet 33 votes.

For State Director of Delaware and Raritan Canal—Joseph O. Johnson and Mr. Fisler, were on nomination.

Mr. Johnson received 42 votes and Mr. Fisler 33.

JUDGES.

Burlington—Jos. K. Hulme, Geo. Haywood, for unexpired terms.

Gloucester—John M. Watson.

Hunterdon—Peter E. Voorhis.

Hudson—Samuel Browning.

Passaic—Peregrine Sandford.

COMMISSIONERS.

Atlantic—Jos. Scull, Hosea F. Madden, James L. Endicott, Solomon R. Deviner.

Bergen—Jos. B. Miller, Nicholas L. Durie, Peter T. Harring, Garret H. Van Horne, James Van Winkle, Henry Kipp, Solomon F. Bogard, Jno. Berdan, Jr., Geo. T. Buckell. Jacob Vreeland.

Burlington—Wm. K. Black, Clayton Lippencott, T. W. Lippencott, Stephen Willetts, Samuel T. Downs, M. P. Page, Dudley Ballinger, Joseph Emley, Lawrence M. Platt, Moreton A. Stille, Franklin W. Earl, Thomas Haines, Caleb A. L. Shinn, Benjamin C. Gibbs, Franklin B. Haines, L. E. Rogers, William Woolman, Abel H. Nichols, Jarrett Stokes, Thomas Cotton, Ezra B. Roberts.

Camden—Peter S. Elliott, George Smith, C. Albertson, Samuel P. Chew, Edward Hoffman, Elijah Birdsall, John D. Glover, Joseph Budd.

Cape May—Richard D. Edmunds, John W. Swain, Allen Corson, E. F. Marcy.

Cumberland—John S. Ware, George Harris, William R. Parvin, Charles Butcher, Daniel L. Burt, Jonathan Richman, James E. Harris, Joseph P. Allen, Francis Ogle, Elias Doughty.

Mr. Wells, after the reading of the above nominations, said there was no vacancy in the office of commissioner in Millville.

Essex—John C. Lloyd, Amzi L. Ball, Thomas McKirgan, Isaac M. Andruss, Jos. F. Bond, Henry Barkhorn, David A. Cogan, Samuel Smith, Orrin Dickerson, Lucius D. Tompkins, D. S. Craig.

Gloucester—Thomas Bee, Samuel Porch, Caleb Kirby.

Hudson—G. J. Van Horne, John Pateman, Samuel Carter, John White, Jr., Frederick Bohnsted, Charles H. Voorhies, William Voorhies, Thos. Harrison, Adolphe Martin, John Tice.

Hunterdon—Ralph Schenck, Daniel Skinner, John S. Drake, Jeremiah Front, Jos. Pearson, Luther Opdyke, A. B. Chamberlain, Samuel D. Bancroft, Augustus Blackwell, William Kline, John L. Case, John W. Bellis.

Mercer.—Barclay Perrine, Jno. A. Perrine, James B. Green, William S. West, Allison E. Perrine, William Lytle, F. P. Auten, George P. Fuhrmann, jr., Charles Biles, Lewis R. Justice, Anthony Rowley, William Willis.

Middlesex.—Benjamin Clark, Francis W. Brinley, Alanson Newton.

Monmouth.—Amos Shaw, Mark L. Mount, Joseph Emley, J. H. Hendrickson, James J. Conner.

Morris.—John W. Hancock, Elias W. Killinger, James Ely, Elias C. Tallmadge, John J. Ballentine, George R. Colfax, Moses A. Baldwin, John A. Wilson, Nelson H. Drake.

Ocean.—Thomas Hopper, Benjamin Harley, William G. Clayton, Thomas E. Autrim, John Gregory, Isaac P. Beckworth, Joseph R. Oliphant, Edwin Salter.

Passaic.—John Benson, Garret Van Wagenen, Gilbert W. Conover.

Salem—Edwin Stretch, Joseph C. Nelson, Charles Wood, Job Ridgway.

Somerset—Jacob Losey, William J. Todd, Stephen Rush, Andrew Ten Eyck, John J. Brokaw, Frederick D. L. Disborrough, Elias Hoagland, Thomas J. Skillman, Squire Terrell.

Sussex—Samuel T. Smith, Isaac Shiner, Thomas D. Edsall, William Inglis, Abraham Shima, Francis A. Stackhouse, Timothy E. Shay, Benjamin Tuttle, Richard R. Morris, James Smith, Timothy Hough, John J. Williams, Thomas D. Smith, William Howell, Idra D. Huffman.

Warren—James G. Loder, Martin Rittenhouse, Frederick Searles, Jacob Armstrong, William Vleet, John Zeller, Jacob Matt, Philip Titman, George Hemerfelt, Nelson Vliet, R. L. Garrison, Daniel Axford, Jesse Tittendu, Samuel F. Wicoff, Abram Garris, William Sweeney, Joseph W. Ronsaville.

After the list had been gone through with, Mr. Collom moved a reconsideration of the vote by which the nominations for Burlington county were agreed to. Mr. Ezra Evans had been appointed in mistake.

This motion gave rise to a contest which lasted over two hours, in which nothing was done but calling the ayes and noes on motions to adjourn, for the previous question, &c.

The consideration was finally agreed to, and the nominations for Burlington, without the name of Mr. Evans, were confirmby a vote of 40 to 9.

The Joint Meeting then rose, and the House adjourned to Monday afternoon at 3 o'clock.

MONDAY, Feb. 11.

SENATE.

Prayer by Rev. Mr. Wilcox.

Nine senators answered to their names at roll-call. On motion of Mr. Franklin,

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Maxwell.

At the call of the house a quorum, 31 members, appeared. A few minutes afterwards it was ascertained that no quorum was present and the House adjourned.

TUESDAY, February 12.

SENATE.

Prayer by Rev. Mr. Maxwell.

Petitions, &c.—By Mr. Allen, from citizens of Burlington county, against the Bloomfield Park and Agricultural Association, in Camden county; by Mr. Roberts, in favor of said association; by Mr. Depue, from citizens of Burlington county, against the repeal of parts of certain turnpike acts; by Mr. Franklin, four remonstrances against the Bloomfield Park and Agricultural Association; by Mr. Chetwood, from citizens of Elizabeth, against the Bay Railroad; by Messrs. Bramhall and Rafferty, from citizens of Warren, Hunterdon, and Essex, in favor of said road; by Mr. Franklin, for a bridge over Cooper's creek.

Reports of committees.—By Mr. Rafferty (corporations), supplement to Northern Railroad; supplement to act authorizing the erection of buildings for the use of lyceums, &c.; supplement to Elizabethport and Staten Island Ferry Company; to incorporate the Billingsport, Thompson's Point and Philadelphia Steamboat Company; to incorporate the Newark and Hudson River Railroad; to incorporate the Hackensack and New York Railroad.

Bills introduced.—By Mr. Rafferty, to incorporate the Clover Hill (Hunterdon county) Public Hall Association; by Mr. Martin, supplement to act regulating proceedings and trials in criminal cases.

Bills noticed.—By Mr. Chetwood, to authorize the Pennsylvania Lackawana Railroad Company to hold real estate in the counties of Essex, Hudson and Middlesex, in this state.

Postponed to Thursday.—To repeal parts of certain turnpike acts; explanatory of certain parts of acts relative to turnpike companies.

Passed.—Relative to freights and fares on railroads—15 to 2; to incorporate the Bordentown and Crosswicks Turnpike Company—11 to 5; to authorize the inhabitants of Upper Township, in Cape May, and Egg Harbor, in Atlantic, to vote by ballot.

The act relative to the public printing (postponed some days since, while the fifth section was under consideration,) was called up by Mr. Rea.

Mr. Allen hoped the bill would not be considered. Mr. Laird, who had objected to the bill in its present shape, and proposed certain amendments, was now absent, and it would hardly be courteous to him to act upon the bill at this time.

Mr. Rea said Mr. Laird's objections were not important, and he hoped the bill would be acted upon.

Mr. Riggs hoped it would not, and Mr. Allen moved to postpone it until the afternoon session, which was agreed to.

Ordered third reading.—To incorporate the Cumberland county Agricultural and Horticultural Society; supplement to Belvidere and Water Gap Railroad; to incorporate the Empire Manufacturing Company; supplement to the Northern Railroad Company.

Bills introduced.—By Mr. Bramhall, supplement to Jersey City and Bergen Point Railroad; supplement to act relative to insurance Companies; by Mr. Riggs, supplement to Paterson and Hudson River Railroad. Adjourned.

AFTERNOON SESSION.

The President presented the Annual Report of State Librarian.

Petitions, &c.—By Mr. Bramhall, from citizens of Essex, for the Bay Railroad; by Mr. Martin, a similar petition from Hunterdon; by Mr. Chetwood, a petition for, and a remonstrance against, the proposed road.

Reports of committees—By Mr. Rafferty, (corporations,) supplement to Paterson and Hudson River Railroad; to incorporate Clover Hill Public Hall association.

Bills noticed—By Mr. Speer, supplement to act concerning Taxes; supplement to act for removal of the Rahway Mill Dams.

Bills introduced—By Mr. Speer, to relieve creditors and stockholders of the Somerville Water Power company, and the Hudson Manufacturing company.

The bill to extend the Central Railroad from Elizabeth to New York across the Bay, being called, Mr. Bramhall moved to recommit it to the committee on corporations. He did this to enable the senator from Essex to propose certain amendments to the bill, which he was prevented from doing, while it was upon its second reading, by illness and absence from his seat.—Agreed to.

COOPER'S CREEK BRIDGE.

The bill authorizing the erection of a bridge over Cooper's Creek, was taken up on its final passage. Mr. Roberts presented a paper from the board of freeholders, protesting against the proposed bridge. He made some remarks in exposition of the present financial condition of the county, intimating that it could not safely undertake the erection of the bridge.

Mr. Franklin said the board of freeholders, according to the bill, could use their own discretion about building the bridge.—He remarked at length upon the necessity of the improvement, and said it was asked for by a large portion of the respectability and wealth of the county. At the conclusion of his remarks,

Mr. Roberts moved to postpone the bill for the present—which was agreed to.

Passed—To incorporate the Exit Fire Arms company—13 to 5.

Ordered third reading—Supplement to Woodbury and Millville Hill Turnpike company.

The bill to repeal the act authorizing a bridge over Mullicus River, was taken up.

MULLICUS RIVER BRIDGE.

Mr. Allen opposed it in some remarks. He said that under the act of last session, the county of Burlington had appropriated $1,600 toward the erection of the bridge, and in dividends had raised sufficient to complete it. The piles are already driven, and a part of the bridge already planked. He thought it would be unheard-of legislation to pass a bill rendering all this expenditure a mere waste.

Mr. Somers advocated the bill, but his remarks were inaudable at the reporter's desk.

Mr. Allen moved to postpone the bill until the next session of the legislature. Lost, 7 to 11.

Mr. Allen then moved to postpone until Wednesday of next week. He offered this motion, in order that time might be afforded for the presentation of remonstrances. Agreed to, 11 to 7.

The act relative to public printing being called, Mr. Laird moved to postpone it until Tuesday next. Lost. 8 to 10.

The fifth section (pending the consideration of which the bill was postponed,) was then agreed to without amendment, one or two additional sections added, and the bill ordered to a third reading.

Ordered third reading.—Supplement to Elizabethport and Staten Island Ferry Company.

Mr. Howell gave notice of a bill to repeal the act requiring the inhabitants of Deerfield, in Cumberland county, to vote by ballot. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. White.

Petitions, &c.—Mr. Collom, several in favor of the Mount Holly and Morestown railroad; also a remonstrance opposed to the repeal of the usury laws. Mr. Sergeant, several from Hunterdon in favor of the repeal of the act to establish the Normal School, and to give the appropriations therefor to the Common Schools. Mr. Wells, six in favor of the South Jersey Central and Air-line Railroad. Mr. DeMott, from a

citizen of Hudson for pardon of — Steward in State Prison. Mr. Dutcher, a remonstrance against the supplement to Crosswicks and Trenton Turnpike Company.

POSTAGE STAMPS.

Mr. Bartlett offered a resolution to furnish 100 newspaper and 100 letter stamps to the members.

Mr. Budd opposed the resolution.

Mr. Kille favored its adoption.

Mr. Collom said if it were expected that members should forward the documents ordered by the House, to their constituents, they should be furnished with stamps. For this reason only he was in favor of the resolution. The resolution was adopted.

Bills Introduced—Mr. Wooley, relative to clearing out swamps on the Assanpink creek.

Mr. Collom, to incorporate the Howard Express Company.

Mr. Buckley, for a supplement to the city of Paterson.

Mr. DeMott, to repeal part of an act respecting Hudson Brigade.

Mr. Cook, to authorize the inhabitants of Lawrence to vote by ballot at town meetings.

Mr. Ward, to charter Jersey City Commercial Improvement Company.

Mr. Jenkins, a supplement to Gas light Company of New Brunswick.

Bills Noticed—Mr. DeMott, to repeal the charter of Hudson, and to establish the township of Hudson.

Mr. Dutcher, for supplement to small cause act.

Mr. Parry, supplement to Mount Holly and Ayrestown Turnpike Company.

Message from the Governor—That he had approved of the supplement to Belville Railroad Company; to authorize a swing bridge over Elizabeth Creek; supplement to Jamesburg Agricultural Railroad and to confirm title of a deed to Isaiah Toy.

Bills on final passage—To prevent horses and cattle from running at large in Hanover in Morris, and Bloomfield in Essex, was taken up.

Mr. Budd opposed the bill on the ground that it worked a hardship to poor men of Hanover, in Morris. He thought the advantages of such a law were not equal to those enjoyed by poor people who owned cattle. He stated that the remonstrants were fully equal in number to the petitioners.

Mr. Howell advocated the bill, and said it was only intended to simplify the proceedings under the law which is now in force. He could not see the justice of requiring one portion of the people to supply the other portion with provender for their cattle.

Mr. Collom thought it was more expensive to the poor man to pasture his cattle in the highway than to provide for them.—It required more time to hunt them up than the pasture was worth.

The bill was lost 21 to 28. (Messrs. Howell and Muchmore voting in favor, and Mr. Budd against it. Mr. Carr, the other Morris member, was absent.)

GENERAL LAWS.

The bill to incorporate the Union Works at Beverly was taken up.

Mr. Budd called for the reading of the general law, and thought it was very unnecessary for the legislature to pass special laws while this law is on the statute book.

Mr. Muchmore moved to dismiss the bill from the House.

Mr. Jones explained, and said the company was now under the general law and wanted this act to enable them to have more capital.

Mr. Budd further explained that the general law afforded greater security to the public, and therefore ought to be adhered to.

Mr. Robins was glad to hear the general act read. He thought the House ought to adhere to the principle. We had already passed bills when the steam engines, &c. of the company were in the hands of the sheriff. (He referred to the Empire Manufacturing Company.)

After some further remarks by Mr. Muchmore, in which he favored the principle of special acts in many cases, and yet thought this bill deceptive in some particulars—the bill was lost as follows:

Yeas—Baldwin, Barret, Bartlett, Beatty, Buckley, Cook, Elmer, Gaunt, Gould, Harker, Herbert, Hoagland, Hopping, Jones, Keen, Kille, McDonald, Parry, Plummer, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Wells, Whritenor—25.

Nays—Barriclo, Bathgate, Beers, Budd, R. S. Demarest, T. W. Demarest, (Speaker,) DeMott, Doremus, Dutcher, Frambes, Howell, Hutchinson, Jenkins, Muchmore, Obdyke, Pennington, Rittenhouse, Robins, Schomp, Sergeant, Vorhis, Winans, Willever, Ward, Wooley—25.

Mr. Gaunt reported a number of engrossed bills.

The General School Bill was made the order of the day for Tuesday.

The Phillipsburg Bank and Domestic Bank bills were made the order of the day for Thursday.

Ordered a third reading—Supplement to act to enclose Tom's Point in Morris county—advocated by Mr. Howell; supplement to Crosswicks and Trenton turnpike company, authorizing them to increase the capital stock to $40.000—and to construct a branch road from Sandhills to Allentown.

RAILROAD TRUST COMPANY.

To incorporate the Railroad Trust company.

Mr. Jenkins moved an amendment to the title to call it "an act to establish the United States Bank,"—pronounced out of order. Mr. Budd moved the indefinite postponement of the bill. Mr. Parry and Mr. McDonald thought the bill ought to come up on its merits—it was an important bill and entitled to serious consideration. Lost. Mr. Dutcher offered an amendment which was carried, limiting the additional capital to one hundred thousand shares. Mr. Pennington moved that all the trustees be residents of New Jersey. Opposed by Mr. Parry and lost. Mr. Ward offered an amendment requiring the trustees to report to the legislature annually a statement of all their affairs. Agreed to. Mr. Elmer moved an amendment requiring a majority of the trustees to be residents of New Jersey—carried. Mr. Pennington offered an amendment, giving the legislature power to alter, amend or repeal the act at any time. Agreed to. The bill was then ordered a third reading.

An additional supplement to act for the relief of persons imprisoned on civil process —repealing part of supplement of 1855, and providing that the remaining part shall not apply to cases on which suits were pending at the time of its passage. The first section was stricken out on motion of Mr. Lafetra, and the bill made simply to provide that the supplement of 1855 should not effect any suit pending at the time of its passage, and the bill was ordered a third reading.

The supplement to the Orphans' Court. was recommitted, Mr. Collom having introduced a new bill in its place.

Adjourned.

AFTERNOON SESSION.

The Speaker laid before the House an invitation to attend a meeting of the New Jersey Colonization Society on Thursday evening. Accepted.

The bill for the prevention of the sale of adulterated liquors, in this state, manufactured in this state or any other state, was taken up, a section to appoint a qualified agent to test the purity rejected, and the bill ordered a third reading.

The bill to incorporate the Warren Foundery and Machine Company was taken up. Mr. Muchmore moved its indefinite postponement, on the ground that it can come under the general law. Lost. The bill was ordered a third reading. Also, supplement to Newark Fire Department; to incorporate the Chews' Landing and Long-a-Coming Turnpike Company; supplement to act incorporating Telegraph companies; supplement to charter of Mount Holly and Jobstown Turnpike Company; to charter Mount Holly Bank; supplement to act concerning marriages; supplement to charter of Newton Presbyterial Academy; to charter Hudson and Bergen Gas Light Co.; supplement to Bordentown Water and Reservoir Company.

The rules being suspended, Mr. KcDonald gave notice of the following bills: Supplement to New Jersey Historical Society; to charter Exchange Bank of Newark; supplement to act relative to insurance companies.

Mr. Howell gave notice of a supplement to the Usury laws.

Mr. Budd introduced a bill repealing all the laws on the subject of Usury.

Mr. Jenkins offered a resolution requesting the Governor to communicate to the House any information in his possession relative to encroachments on New York harbor, which was passed.

Mr. Pennington (municipal corporations) reported the act to create Hillsdale township.

Mr. Collom introduced a supplement to the Camden and Mount Holly Railroad.

Mr. Elmer gave notice of an act to incorporate the Union Ferry Company.

Adjourned.

WEDNESDAY, Feb. 13.

SENATE.

Prayer by Rev. Mr. White.

The President presented an invitation from the New Jersey Colonization Society, to attend its 18th anniversary in this city, to-morrow night. Accepted.

Petitions.—By Mr. Chetwood, from the Common Council of Newark, against the Bay Railroad; by Mr. Rafferty, from citizens of Hunterdon, for Bay Railroad; by Mr. Rea, a similar petition from War-

ren; by Mr. Martin, a similar petition from Somerset; by Mr. Chetwood, from citizens of Orange, against the charter of said township; by Mr. Roberts, for bridge over Cooper's Creek; by Mr. Depue, for and against a bridge over the Hackensack; by Mr. Franklin, against the Bloomfield Park and Agricultural Association.

Reports of committee.—By Mr. Rafferty, (corporations) supplement to Somerville and Easton Railroad.

By Mr. Speer, (judiciary) a resolution relative to a breakwater at Cape May; to authorize inhabitants of Salem township to vote by ballot; to authorize the road districts of Upper Alloways Creek, in Salem, to elect their own overseers; to relieve the creditors of the Somerville Water Power Company, and the Hudson Manufacturing Company.

Bills introduced.—By Mr. Martin, joint resolution for the appointment of Commissioners to revise the Militia laws; by Mr. Rafferty, supplement to Rahway mill dams; supplement to act concerning taxes.

Passed.—Supplement to act concerning roads—15 to 1. The bill authorizing a bridge over Cooper's creek, was taken up on its final passage. Messrs. Roberts and Howell opposed the bill, and Messrs. Franklin and Martin advocated it. It was lost, 9 to 7. Supplement to Belvidere and Water Gap Railroad—12 to 4; supplement to Mullica Hill and Woodbury Turnpike Company.

A message was received from the Governor. making certain nominations.

On motion of Mr. Speer, the Senate then went into executive session.

On the opening of the doors, the supplement to the Northern Railroad was passed.

SAFETY OF RAILWAY PASSENGERS.

The bill for the safety of railway passengers, was taken up. It was postponed while the 16th section was under consideration. This section provided that whenever any passenger shall be injured while on the platform of a car, there being room inside, or by putting his head or arms out of the window, the company shall not be liable for such injury.

Mr. Allen moved a substitute for the section, providing that no company should be liable to any person injured while on a platform, unless there shall be no room on the inside of a car.

But this section shall not apply to any case in which a passenger shall be injured in consequence of the train starting without due notice having been given thereof.

Mr. Speer moved to postpone the section until the Senate should be full. Lost. The substitute was then agreed to.

Mr. Allen then offered a new section, requiring all railroads to remove all posts and other obstructions 18 inches from the track, so that there shall be two feet in the clear between passing cars.

Mr. Price moved to amend that posts and other obstructions shall be removed two feet from the track. Lost. Mr. Speer then moved to amend that the distance shall be two feet in all cases, except in passing draws. Agreed to. The section was then agreed to.

Several sections were then reconsidered, and amended, and the bill ordered to a third reading. Adjourned.

AFTERNOON SESSION.

The President announced that he had taken the bond of the State treasurer, and administered the official oath. The papers were read, and referred to the committee on finance, who subsequently reported the same, recommending the acceptance.—Adopted.

Several petitions for the Central Railroad extension were presented, and one remonstrance against it.

Bills noticed.—By Mr. Laird, to authorize the purchase of Lippincott's Gazetteer, for the use of common schools; to incorporate the Union Omnibus Company.

Bills introduced.—By Mr. Chetwood, to authorize the Lackawana Railroad Company, to hold real estate in Essex, Hudson and Middlesex counties; by Mr. Howell, to repeal the act requiring the inhabitants of Deerfield, in Cumberland county, to vote by ballot; by Mr. Speer, supplement to tax law; supplement to act regulating the mode of docketing judgments in the supreme court.

Report of committee.—By Mr. Speer, (judiciary) to confirm the will of James Peter Van Horne.

Passed.—To incorporate the Cumberland County Agricultural Society—14 to 0; act relative to the public printing—12 to 2.

Mr. Riggs moved a reconsideration of the bill authorizing a bridge over Cooper's creek, which was lost this morning. Agreed to.

Ordered third reading.—To incorporate the Bordentown and Columbus Turnpike; to incorporate the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat company.

On motion of Mr. Rafferty, the bill to incorporate the Newark and Hudson River Railroad, was recommitted to the committee on corporations. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Maxwell.

Petitions, &c.—Mr. Wooley, in favor of supplement to Crosswicks and Trenton Turnpike Company; Mr. Demott, a remonstrance from township of Bergen, against Bay Railroad application; Mr. Osborne, in favor of Phillipsburg Bank; Mr. Baldwin, to amend fees of notarys public; Mr. Parry, three in favor of railroad from Mount Holly to Camden; also, a remonstrance against bill to charter turnpike from Crosswicks to Bordentown; Mr. Herbert, in favor of the same; Mr. Willever, against the act creating Normal School, from Hunterdon; Mr. Robins, from township of Piscataway, to vote by ballot at town meeting; also, to compel railroad companies to fence their road; Mr. Cook, to vote by ballot in Lawrence, Mercer county; Mr. Beatty, to elect overseers of highway in Blairstown, Warren county; Mr. Jenkins and Mr. Winans, to compel railroad companies to fence their roads; Mr. Gould, to change name of Benjamin Swain, of Montague.

Mr. Dutcher (judiciary), reported a bill respecting witnesses fees; to reduce the number of freeholders in the several counties in this state; for the protection of deer and other game.

Mr. Pennington (municipal), a supplement to city of Newark; to set off a part of Manchester, in Passaic, to Bergen.

Mr. Beatty (corporations), supplement to Millstone and New Brunswick Railroad Company; supplement to Fire Department of Hoboken; Columbia and Kinkora Turnpike Company; Camden and Atlantic Turnpike Company; for a ferry at Columbia, Warren county; for a ferry at Aten's, Warren county; Farmers' Mutual Fire Assurance Company; Jefferson Manufacturing Company; Cooper's Point Ferry Company; Jersey City and Bergen Point Ferry Company; to prevent swine from running at large in Hackensack.

Bills introduced.—Mr. Dutcher, supplement to small cause act; to secure to operatives in manufactories their wages; supplement respecting conveyances; Mr. Howell, supplement to Usury law; Mr. Beatty, relative to overseers of highways in Blairstown and New Providence; Mr. Demott, to repeal Hudson City charter; Mr. McDonald, supplement to New Jersey Historical Society; supplement to insurance companies; to charter Exchange Bank, of Newark.

AMENDMENTS TO THE CONSTITUTION.

Mr. Ward introduced amendments to the constitution, respecting the pay of members of the legislature—increasing the pay to $4 a day for 60 days, and $20 for stationery—but allows no pay whatever after sixty days. The sum of $4 per day is also the pay for extra sessions.

Bills noticed—Mr. Dutcher, to incorporate the Princeton Mutual Fire Insurance Company.

Mr. Hatfield, to repeal the act respecting the rates of ferriage at Jersey City and Hoboken.

Mr. Jenkins, to protect mechanics working on vessels, navigating the Delaware and Raritan canal.

GEOLOGICAL REPORT.

Mr. Pennington offered a resolution to print 1000 additional copies of the Geological Survey, under the direction of the State Geologist.

Mr. R. S. Demarest said this report would make something like 300 pages, and the cost would be considerable. He thought the cost had better be inquired into by the printing committee, and moved to lay the resolution on the table. Lost.

The resolution was then adopted.

Bills on final passage—The bill fixing the shore line on the Hudson was called and postponed for the present.

COMMODORE KANE.

The joint resolutions in commendation of Commodore E. K. Kane and others, was taken up, and after a few remarks in their favor by Mr. Barrett, were passed, 53 to 0.

COUNTY LINE BETWEEN MONMOUTH AND MERCER.

The bill to change the county line between Monmouth and Mercer was taken up.

Mr. Dutcher presented a simple statement of facts. The present line is not clearly defined, and divides every farm in the district proposed to be set off. There are 14 voters in the district who are equally divided in politics. The number of acres in the part proposed to be set off was by actual survey 1825. Great inconveniences are experienced by persons residing in the district, by being taxed in both counties.

Mr. Herbert opposed the bill and stated

that out of 21 voters, thirteen were on the petition and two on the remonstrance. It was wresting from Monmouth county a part of her territory, and from her treasury one-tenth of the whole amount of tax raised.

Mr. Dutcher reiterated that the application for this change of line was signed by every landholder except one.

Mr. Collom thought the case was a very clear one—that the wishes of the people located in the district proposed to be set off, ought certainly to be consulted.

Mr. Jenkins thought the application was right, and that the rights of these people ought to be consulted.

Mr. Cook said while he had no disposition to take from the county of Monmouth any part of the territory, he nevertheless respected the right of petition, and as fourteen-fifteenths of the people in the district asked to be set off, he thought they ought to be heard.

The vote was then taken and the bill was lost—(lacking 4 votes) as follows:

Ayes—Baldwin, Barrett, Bartlett, Bathgate, Budd, Collom, Cook, De Mott, Dutcher, Elmer, Frambes, Gaunt, Hoagland, Hopping, Howell, Hutchinson, Jenkins, Jones, Kille, Parry, Robins, Schomp, Sergeant, W. Smith, Ward, Wooley, White—27.

Nays—Barriclo, Beatty, Beers, Brown, Buckley, R. S. Demarest, T. W. Demarest, (Speaker) Doremus, Gould, Harker, Hatfield, Herbert, Keen, Lafetra, McDonald, Muchmore, Obdyke, Osbourn, Pennington, Plummer, Rittenhouse, E. C, Smith, Schoonmaker, Tomlin, Vorhis, Wells, Winans, Whritenor—27.

The bill to regulate and discipline the Hudson Brigade, was taken up, explained and advocated by Mr. Hatfield, and passed 49 to 1—(Mr. Parry.)

THE AIR LINE.

The bill to incorporate the South Jersey Central and Air Line Railroad was taken up, and while the bill was under consideration, the House, on motion of Mr. Parry, adjourned.

AETERNOON SESSION.

The House resumed the consideration of the bill to incorporate the South Jersey Central and Air Line Railroad Company.

Mr. Parry advocated the bill in a speech of some length, producing a large amount of statistical information in favor of railroad facilities for the transportation of merchandise, and to the increased value given to land wherever they are encouraged.

MR. PARRY'S SPEECH.

Mr. Speaker:—The applicants for this Bill are desirous of constructing a Railroad from a point on the Raritan Bay at least six miles easterly of Amboy on a direct line through the Central and Southern portion of our State, terminating on the Delaware at least thirty miles below Camden.

Of all modern improvements there is none more potent in the cause of civilisation, and for promoting the welfare and happiness of enlightened communities, than the increased facilities for travel and transportation afforded by the introduction of Railroads and Steam power, that people may freely exchange commodities with each other and mingle together. Free circulation is an attribute of nature. The dew drops from the mountains uniting their strength, roll on from hill to valley, forming rivulets and streams, and then majestic rivers, carrying in their course to the mighty ocean, the commerce of nations, and after performing their part are again through the imperceptible though no less certain process of nature, carried up to purify the atmosphere and invigorate animal and vegetable life.

The harmony of the physical world depends on the free passage of the elements of life (air, water and light,) the health of all animated beings, on the uninterrupted flow of blood through every part of the system. The prosperity of a nation, no less depends on its means of conveyance into, out of and through every part of its territory, and the whole State must suffer by denying this *natural right* to any portion of its citizens.

It is wisdom in a Government where railroads cannot be had without, to aid in constructing them; the United States have made liberal appropriations to encourage the building of them, and it has been found that one half the territory might thus be well disposed of, as alternate sections along a railroad would bring more money than the whole would without such a communication through it.

The City of Philadelphia has liberally aided in the construction of Railroads centering there, and thereby secured a trade which otherwise could not have been obtained.

The Legislature of Missouri have recently passed an Act loaning the credit of the State to the amount of Eight millions Dollars to aid in the construction of Railroads. The Governor of Georgia in a late message speaks highly of the policy they had pursued in giving liberal encouragement to the construction of Railroads, which had caused the completion of several important lines from which they are now deriving large revenues, and their wealth and prosperity is advancing, with the increased facilities for transacting business, in a degree that could not have been reached for many years to come by private subscriptions without public aid.

The following account from the Athens (Tennessee) Post, shows what railways do for farmers. "The farmers of three counties, Bradly, McMinn, and Monroe, derive a clear profit this year alone, on the single article of wheat, of more than $200,000, from the railway. Their 400,000 bushels of wheat brings $200,000 more than it would have realised if there had been *no railroad* to take it off. The price of wheat continues at one dollar per bushel. One hundred and nineteen wagons unloaded at the depot here on Thursday the 6th September.—This county will export of the late yield of the harvest, one hundred and sixty thousand bushels, other counties along the line of the railroad will do as well. The three counties above named, from information now in our possession, will sell for export over 400,000 bushels at an average of one dollar per bushel.

"Here then is the snug sum of four hundred thousand dollars diffused among the people of these counties for the single article of wheat alone, the product of a single harvest. Before the road was built these same counties did not export more than twenty-five thousand bushels, and that was sold at an average of fifty cents per bushel. In the meanwhile lands have quadrupled in value, and the owners have actually become rich by enhancement, almost without an effort of their own."

The State of New Jersey is much better adapted to raising wheat than Tennessee, and much of the land to be accommodated by this Air Line Railroad is far above the average of the whole State. According to the census of 1850, the average yield of wheat in Tennessee was seven bushels per acre, and in New Jersey it was eleven, being 57 per cent. more, yet the premium crop of Cumberland county, where this Railroad is to go, was last year *forty-four* bushels per acre, being four times as great as the average of the whole State.

The following article from the Houston Telegraph, will serve to refresh our memories as to how goods are transported without railroads. It says:

"Not less than 4000 bales of cotton have arrived in this city in the last two weeks, on ox wagons, giving employment to 4,690 yoke of oxen, and 670 wagons and drivers. Besides the above, there have been at least 200 arrivals of wagons freighted with other produce.

"But let us calculate the amount of capital and industry employed in hauling cotton alone. Last year with a short crop the recipts at this point were 38,000 bales. The loads range from three to ten bales according to the roads, but say an average of six bales, which is probably over the mark, there were 6,333 trips required for last year's business. Many wagons make four and some six trips per annum and many others but one, two or three.—At an average of four trips there were 1,583 wagons giving employment to an army of teamsters, twice the number of men engaged in whipping the Mexicans at San Jacinto.

"Each of these wagons requires an average of seven yoke of cattle, which with regular teamsters are changed for fresh cattle several times a year. Wagoners tell us it requires a reserve team, as they are almost exclusively fed by grazing along the road. At that rate it required 25,000 yoke of oxen for the year's business. Oxen are worth an average of $50 a yoke, and wagons complete $150 each.

The capital thus engaged is as follows:

25,000 yoke of oxen a $50,	$1,250,000
1,583 wagons a 150,	237,450
Total,	$1,487,450

"The cotton transport of last year was fully forty per cent less than the whole transport engaged in the trade; there was a large amount of corn, sugar and molasses, hides, wool, &c., brought to this market. There must be upwards of two millions of capital engaged in transportation to and from this city alone, two-thirds of which would be useless if we had about 200 miles of Railroads.

"We hope the day is near at hand when Railroads will be the peculiar institutions of this city and of this state, when the ox shall give way to the iron horse which travels with twenty times the speed of the ox and a thousand times his burthen."

I have been thus particular in giving a description of the mode of getting along without railroads, for those who are well supplied with them cannot feel the deprivation or necessity of them, like others who, witnessing their great benefits abroad, are still not permitted to enjoy them at home, and one of three things is the certain fate of South Jerseymen. They either must have railroads or depend on the strength of animals to transport their crops, or leave their fertile land uncultivated, as many have done, and go to the West, where railroad enterprise meets with encouragement. Can any member of this body entertain a doubt which would best promote the general interest of the state?

So well impressed with the importance of Railroads are the people of Texas, that their Legislature passed a law Jan. 30th, 1854, offering to any railroad company that would build a section of twenty-five miles or more of railroad within the limits of Texas, a bonus of sixteen sections (10,240 acres) of land for every mile of road constructed and put in running order. The Texans and South Jerseymen have cause to hold railroads in high estimation, the value of which, like that of water, air and other indispensable agents, is more deeply felt when not fully enjoyed.

It has been stated on good authority that

"money judiciously expended in building railroads well located, would enhance the value of other property connected therewith, ten times the amount," which may be set down as a maxim sustained by experience, for taking the railroads of a whole State, good, bad and indifferent, they give nearly that result. It has been calculated that the people of Illinois have expended fifty millions of dollars in building three thousand miles of railroad, and enhanced the value of their property three hundred millions, and that the people of Ohio in building their network of railroads embracing over four thousand miles in length, expended sixty millions and enhanced the value of their property four hundred millions thereby.

In New York, up to January 14th, 1853, by the report of the Commissioners of that date, the people had expended one hundred millions of dollars in building railroads, which has mainly contributed to give that state the superiority over others, for what would New York be without railroads.

It is interesting to observe the rapidity with which a country becomes settled and improved where the best constructed highways are provided for the people. By a comparison of the counties in the western States it appears that those which are well supplied with railroads far surpass in wealth and population all others not enjoying them.

In West Jersey, where the people, so far from "exercising the largest liberty," are not allowed to build railroads, they are entitled to some credit for energy and perseverance in making a proper use of the means within their reach. They have given much attention to improving common roads, and have built gravel turnpikes enough to reach several times across the State, removing the hills and raising the low grounds, so as to preserve a gently undulating surface, which has done more to advance the prosperity of that section, than any other improvements ever made.

The price of farms rapidly advanced, some fifty and some a hundred per cent., according as they were near or more remotely situated with regard to the improved roads. Tenants would freely give a yearly advance on the same farms they occupied before the improvement, and still made a profit by what they saved on the transportation of produce to market, one horse conveying it with more ease and in less time than two formerly. The roads were soon thronged with travelers arriving to and fro, who previously had entertained but a poor opinion of our State. The hotels and boarding houses in the villages along the line of said roads, were soon filled by the numerous applicants, so that new buildings were required for their accommodation, giving additional employment to mechanics, and a new stimulus to business of all kinds.

Many farmers, whose locations were formerly too remote from market to make the cultivation of fruits and early vegetables an object, have since the construction of turnpike roads in their vicinity, engaged largely in the production of those perishable articles, which now form an important branch of their business.

This is but a miniature of the benefits to flow from this railroad; what turnpikes have done for a few townships, railroads would do for counties and the whole state. There is probably no section of the country anywhere, better adapted to the cultivation of peaches and other fruits, than the southern and central part of our state, which will be opened by this railroad.

Peach trees, which wear a yellow, sickly appearance, only lasting five or six years, in old settled districts, where the land is highly stimulated with manure, there maintain a dark green foliage for fifteen or twenty years, and during the fruiting season may be seen laden with luscious fruit, bending their slender branches nearly or quite to the ground.

When this railroad is constructed, thousands of acres will be covered with peach orchards, yielding annually at a moderate estimate, ten times the amount at which the land can now be purchased.

A degree of latitude is about equal to a week's growth of fruit and vegetation. By means of this railroad the crops in the southern part of our State may be carried to New York several weeks before similar articles ripen in that State.

Thus it is that railroads equalise the vegetation of a country, and latitudes are broken down before the tremendous power of steam.

The Camden and Atlantic railroad is located through the central portion of Atlantic county, which contains 315,000 acres of land; according to the census of 1850 there were but 15,006 acres improved, leaving unimproved for the want of railroads 300,000 acres, or twenty acres of land lying dormant for every one that was cultivated. The inhabitants there had suffered so long for the want of railroad facilities, that many worthy citizens being unable to hold on to their inheritance, disposed of it to their wealthier neighbors, and left the State in search of homes in the west and south: land was rapidly passing from the many to the few, industry and enterprise were languishing and the population decreasing, as shown by the census of last year, which gives the population of the whole county as being 352 less than it was in 1850.

The most fortunate circumstance that ever happened to that county was the construction of the Camden and Atlantic Railroad, which has arrested that ruinous system and reversed the whole current that was accumulating land into large tracts of from 50,000 to 100,000 acres at a nominal price.

These large tracts are now being again divided into farms of from 20 to 100 acres each, and offered to purchasers at $20 per acre, which is not yet one half of its real value.—Land that will yield an average crop of 20 bushels of wheat, 50 bushels of corn, and 100 bushels of potatoes with ordinary treatment, can there be had at $20 per acre. The company to whom we granted a charter last winter, has sold out their 23,000 acres in small parcels. Another tract which was surveyed during last summer, containing 40,000 acres, will soon be occupied by those industrious people who add wealth and prosperity to any section they adopt. The arrangement is so complete that before leaving their homes on the other side the water, their lands here are selected and paid for by agents and friends to whom they had transmitted the money in advance.

The great benefits to flow from the act passed near the close of last session, "to encourage the agricultural developements of this state and enable persons of moderate means to become landholders," are now about to commence. A company has been formed and gone into operation under its liberal provisions, and secured by several purchases 60,000 acres of excellent land, abounding in the elements of wealth, wood, water, loam, clay, marl, stone, minerals, &c., they are now ready to furnish homes on advantageous terms to those who make an early application. These are some of the advantages which Atlantic county derives from that railroad.

The county of Salem has an area of 205,000 acres, and according to the census of 1850, but little more than 105,000 acres are improved, leaving 100,000 acres unimproved; yet such is the industry and perseverance of the people, that without the advantages of any railroad, the crops of last year are estimated to be one million bushels of corn, and to have averaged fifty bushels per acre, and 200,000 bushels of wheat, and other articles, a large advance on the crops of 1850, which were as follows: oats, 227,000 bushels, potatoes, 248,000 bushels, Buckwheat, 25,000 bushels, orchard products, $37,000 worth.

The county of Cumberland comes next to Salem; it has an area of 335,450 acres, and according to the census of 1850, only 48,460 acres were improved, leaving 287,000 acres unimproved, for the want of railroads; yet her premium crops last year were such as would compare favorably with any county in the State—among which we find the following, viz: Best field of white wheat, average produce per acre, 44 bushels; best six acres of sweet potatoes, amount of produce, $770.50.

If the natural advantages of these two counties are such as to enable them to make such an exhibit of productive wealth and industry, with only 154,000 acres under cultivation and without railroads, what may we expect when this Air Line Railroad is built to bring into cultivation the remaining 387,000 acres now lying dormant, and give to the whole counties a direct railroad conveyance to the best market in the union.

The county of Cape May, although not on the line of this road, will be greatly benefitted by its construction, for her people by withdrawing their dependence from the Joint Companies and placing it on their own exertions, have adopted the most feasible plan of getting railroad accommodations; and they will soon have a branch to the Camden and Atlantic railroad, which in connexion with this road will give them a direct communication with and a choice between either of the markets of Pennsylvania or New York, which will be of incalculable benefit to that fertile county, which has 161,500 acres of territory and only 14,310 acres of improved land, being less than one eleventh part of the whole. The counties of Burlington and Ocean have an area of 885,000 acres, yet such is the deficiency of railroads, that the interior of those counties cannot be brought into successful cultivation, the amount under cultivation being only 160,000 acres or less than one fifth of the whole, leaving 725,000 acres of land lying dormant for the want of railroad facilities.

A member of this house from the county of Burlington owns 50,000 acres of fertile land, well adapted to agricultural purposes, and when the Air Line Road is built it can be divided into 500 farms of 100 acres each, to make glad the hearts of 500 families; fathers, mothers and children nicely provided with homes, which from its location cannot be done without railroads.

Another tract which I was assisting at surveying when this Legislature convened, has since then been completed and found to contain 64,000 acres. There are many other tracts that might be named, such as Speedwell, Martha, Manchester, &c., containing from 10,000 to 50,000 acres each.

The four counties of Salem, Cumberland, Burlington and Ocean contain an area of 1,425,000 acres of land, of which only 314,000 or less than one fourth part thereof is cultivated.—When we are permitted to build railroads on our land to carry our crops to market, the amount of land cultivated, the population and wealth of our counties will be doubled and the revenues of the state proportionately increased.

This road will be about one hundred miles in length, and will add from twenty to fifty dollars per acre, to the value of the land along the route, extending its influence for many miles on each side, but if we reckon the land within ten miles of the road at an advance of ten dollars per acre it gives twelve millions eight hundred thousand dollars additional wealth to the counties through which it runs, without any cost to the State, but yielding a revenue in proportion to the business done on the road.

No donation is asked for, nothing but permission to make a great State improvement, to benefit all who use it and injure no one.

There never can be a more favorable time for locating a road through this section of the State; the land is now held in large tracts by men who are anxious for the road, and will furnish the right of way on reasonable terms, that their lands may be divided into farms of convenient size and shape, the lines of which can be laid at right angles to, and parallel with the railroad, the buildings all in front and woodland back; fields all square, with a lane or drive-way extending through the centre to the far end of the farms, dividing the pasture grounds on the one side, from the grain and cultivated crops on the other. Five thousand farms, of one hundred acres each, may thus be brought into use, and greatly increase the products of the state. Such an Air Line Avenue through such an agricultural district—so free from mountains or difficult streams, having so small a portion of broken land unfit for cultivation, will challenge competition anywhere. The average yield of crops in New Jersey will compare favorably with any state in the Union, and from the census report of 1850, the southern counties give a greater yield per acre than those in the northern part of the state.

The charter and supplements of the Camden and Amboy Company, which have heretofore been considered in the way of other railroad improvements, do not contemplate preventing a railroad through this section of our state, but only to prohibit all competition in the business for which said charter was granted.—The original charter, granted in 1830, defines their powers to be all that are necessary to complete an expeditious line of communication for the transportation of freight and passengers between the cities of New York and Philadelphia, and to prevent the construction of any other railroad to commence and terminate within three miles of the commencement and termination of their road; thus securing a belt of six miles in width, between these two great cities, which was a valuable grant without any protection. But the supplement of 1832 goes still further, and declares it to be unlawful to construct any other railroad to compete with them in business. Now, what is their business? It is a principle well established in law that the powers of corporations shall be strictly construed to mean just what is expressed in their charters, and not be interpreted to embrace other matter by implication.

Their business, as defined in their charter and supplements, is confined to the transportation of freight and passengers between New York and Philadelphia, without any reference to South Jersey. An attempt was made to include this portion of our state in the preamble to the extension act passed in 1854, which read as follows: "Whereas, the said Joint Companies are possessed of certain exclusive privileges, which prevent the construction, except by their consent, of any competing railroads in this state between the Raritan River and Bay and the Delaware River and Bay; and whereas to increase the rapidity and safety of travel upon the railroads of the said companies, the same should be made as straight as, practicable, and should be *provided with a double track.*" Thus assuming a control over this great peninsula, between the Raritan and Delaware bays, embracing three millions of acres and about three-fifths of the whole state of New Jersey, and holding out as an inducement if we would consent to it, that they would lay a double track. But it was not sanctioned.

Although that bill passed through the Senate in hot haste, it did not succeed in this house, the members of which, being fresh from the people, could not with impunity so much disregard the public will.

We could not consent, at the same time we were extending their charter twenty years in length, to expand it over a hundred miles in width, but had the preamble so modified as simply to re-assert the exclusive privileges, previously granted against competition in the transportation of freight and passengers between New York and Philadelphia.

Another attempt was made to obstruct the building of railroads in this section, by a clause in the bill as follows, viz: "Sec. 1. Be it enacted, that it shall not be lawful before the first day of January, 1869, to construct any other railroad or railroads in this state, without the consent of the said Joint Companies, which shall *directly or indirectly* be intended or used for the transportation of passengers or merchandise between the cities of New York and Philadelphia, or to compete in business *between the said cities* with the railroads of the said Joint Companies."

Had that clause been retained in the extension bill, it might be construed against this act, for the subject was then discussed whether it would not operate against southern travel, which might go by way of Philadelphia and over the railroads of the Joint Companies, if there were no other route through our state.

But when the question was finally put, "'Shall the words '*directly or indirectly be intended*' be stricken out," it was carried by the decisive vote of 56 to 3; showing that the Legislature of 1854, although willing to grant to the Joint Companies every facility and as much time as necessary to do all the good possible in straightening their curves and laying *double tracks*, it was not willing to deprive other citizens of the liberty of improving other parts of the state, but left South Jersey untrammeled, to be provided for by future Legislatures.

There is no legal difficulty in the way of passing this bill, but this Legislature may pass it as freely as any bill before us, without impairing the obligation of any contract ever made by the state.

The Joint Companies well knew there was no *agreement or contract* to prevent the construction of railroads in this part of the state, or they would not have tried to get such a clause incorporated into the Extension Bill. They fully admitted the absence of any such a provision in their charter and supplements by making the effort they did to get one in 1854. But they did not succeed!

Then where is the objection to this Bill? They have admitted the necessity of railroads in West Jersey, by offering to build them; they have acknowledged their inability to do it, by calling on the state for the passage of acts to improve their credit abroad, so as to induce foreign capitalists to furnish the means. We have waited years for them to build roads as they promised to do, but are now informed that their agent was unable to borrow money in Europe, and has returned without it.

So that the only way left for the people in West Jersey to get railroads is to put their own shoulders to the work and build them, which they are willing to do, and for that purpose this charter is now respectfully asked at our hands.

Now, fellow-members from the northern and eastern portion of the State, have you ever called upon the members from the southern and western counties to aid you in getting any railroad improvement, but what we have cordially responded, and done all in our power to promote the good cause, even though we were at the time the greatest sufferers for the want of them? *Never!* Then, can we not at this crisis have your consent to make a great public improvement that will directly benefit us and indirectly the whole State?

Mr. Barrett said that railroads had been chartered for west Jersey, but had not been built. The only way the people can get railroads is to put their hands into their pockets and build them. Every effort has been made to induce people to subscribe and build these roads. The joint companies had been authorized to endorse the bonds of the west Jersey road, and still the people refused to subscribe but a small and inconsiderable sum. And as it appeared the people were not willing to subscribe to railroads, he therefore thought they ought to go without them. He called attention to the exclusive privileges granted to the joint companies by the legislature, and said he could see no just cause why the state should violate a fair contract with the joint companies. He contended that a railroad diverting the trade between New York and Philadelphia is a competing road, He assigned the reasons why these contracts should remain inviolate. The company, at a time when no persons were willing to advance the necessary means, came forward and built the road, with the distinct understanding that they should have the monopoly privilege. He contended that the extension act was a wise and proper measure, that it actually extinguished the monopoly—and yet what appeared queer to him it was voted against by *anti-monopoly men*—a thing he could never understand. He also spoke of the plighted faith of the state and said he would sooner think of cutting off his right hand than violate the faith of the state pledged to these companies.

Mr. Kille favored the passage of the bill because it was intended to make a lateral road through Salem county, which would increase the value of land to millions of dollars. He had been bored by all kinds of people but now he would say he would vote for the bill.

Mr. Collom, after admitting what had been said by Mr. Parry, respecting the vast improvements and enterprises of the state of New York, said the question with him was whether he was to consult the interests of New Jersey or New York. He had found, in his short experience here, that there was a tendency to overlook the interests of our own State, and for gentlemen from New York to use us, and our legislation, as far as possible for their own aggrandisement. Now, he was disposed to curb this overreaching power—this attempt on the part of the city of New York to direct and grasp every thing with her rapacious maw.

He knew there was among many people an aversion to the Joint Companies, and he thought he might be classed among that number. He had watched them closely. But when he discovered a movement to increase the already overshadowing and immense power of New York, by directing everything into her channels, he, for one, was disposed to stop and reflect whether we did not owe ourselves an important duty in this matter, which, for our own protection, ought not to be overlooked. It had been said that New York was to the United States what London was to England, and Paris to France. He feared this overreaching power of centralization—to make New York the United States. We shall hardly be able to think, much less to act, without consulting her wishes. Now, he was opposed to any measure which tended to aggrandise one state to the prostration of another. He was in favor of equal blessings and privileges to all portions of the country.

Another point he would advert to was the speculating mania in lands, which seemed to be at the bottom of this project. Gentlemen from New York buy large tracts of land, as intimated by the gentleman from Burlington, and sell it out at large advances, put the money in their pockets, making large fortunes in a day, and then strutting about as lords and millionaires, leaving the poorer classes to get out of the meshes of speculation as best they can. Are we to construct railroads to advance schemes like these, or to satisfy the rapacious maw of overgrown cities, or enable millionaires to walk up and down the land, lording it over the laborers and mechanics?

Mr. C. then called attention to the act, under which the joint companies had received their exclusive grants from the state. He regarded these acts as a contract, in which the state was a party, and for certain grants had received large considerations. Having made this contract, whether wise or not, whether right or wrong in its inception, he would not dare to violate it. There it is—it is in the bond, and being there it must be obeyed. Shall it be said that New Jersey is branded with the foul stain of repudiation? What ever changes might take place in the progress of future events—whatever calamities might befall us, he hoped that the faith of New Jersey would ever remain inviolate—that she would stand forth among her sister states, as the first to adhere to her plighted faith.

He read the act to show that this road would compete with the "business" of the Camden and Amboy railroad, and that the state had obligated herself to protect them up to a certain time from any competition. If by any means the transportation of goods and merchandise was carried on this road which might have been carried on the Camden and Amboy road, it was clearly an interference with their "business" and a violation of the act.

Mr. Muchmore said the protection from competition was only between New York Philadelphia, and that by the arguments of the gentlemen, this road really had no connection with Philadelphia.

M. Parry said that he had endeavored to show that the Joint Companies had never understood that their charter prevented such a road as the one here under consideration; as they had in the extension bill endeavored to have a clause inserted expressly to prevent such a road from being chartered. The Air Line would indirectly compete, but it would not be competition within the meaning of the act of 1832. The business of the Joint Companies was clearly the transportation of freight and passengers between New York and Philadelphia, and this the Air Line does not interfere with.

Mr. Collom showed by a simple analogy that because the companies applied for additional powers, they certainly did not lose the original rights they had. He then read the act again to show that the terms in which competition was limited, were not only confined between the two points New York and Philadelphia, but to any road which was "intended to compete with them in business."

Mr. Plummer said he should vote for this bill because his constituents demanded it, and he should do so with as clear a conscience as the gentleman from Burlington, (Mr. Collom.) There was no faith which could be violated. He did not think that any legislature had a right to legislate for millions unborn.

Mr. Brown advocated the bill because the people demanded it, and because the joint companies had not fulfilled their part of the contract. He contended for this reason that the state was not held by the contract. The Air Line did not begin within six miles of the Camden and Amboy Railroad, and ran within 30 miles at the terminus.—He proceeded to show the agricultural resources which would be developed, and the increase of revenue which would inure to the state by the improvement of land brought into the market by it.

Mr. Barret contended that the contract was under the act of 1854. He referred to the public buildings, the increase of the school funds, and all the improvements of the state as coming directly from the joint companies—they were Jerseymen and their rights ought to be protected.

The vote was then taken and the bill was lost as follows:

Yeas—Baldwin, Bartlett, Barriclo, Bathgate, Brown, Buckley, Cook, Doremus, Elmer, Guant, Harker, Hatfield Hoagland, Howell, Jones, Keen, Kille, McDonald, Muchmore, Parry, Pennington, Plummer, Robins, E. C. Smith, Tomlin, Wells—26.

Nays—Barrett, Beatty, Beers, Budd, Collom, R. S. Demarest, T. W. Demarest. De Mott, Dutcher, Frambes, Gould, Herbert, Hopping, Hutchinson, Lafetra, Obdyke, Osborne, Rittenhouse, Scomp, Sergeant, W. Smith, Schoonmaker, Vorhis, Winans, Willever, Ward, Wooley, Whritenor, White—29.

Bills noticed—Mr. McDonald, to extend Newark India Rubber Company.

Mr. Elmer, to charter Elizabeth Hotel Company and Elizabethport Cordage Company.

Mr. Hatfield, to authorize mayor of Hoboken to convey certain lands.

Mr. Budd offered a resolution for a special committee to inquire into the sufficiency of the general manufacturing law to meet all cases before the House, and that no special acts be passed. Pending which the House adjourned.

THURSDAY, Feb. 14.

Prayer by Rev. Mr. Maxwell.

A number of petitions for, and one remonstrance against, the Central Railroad extension, were presented.

Reports of committess.—By Mr. Laird, (miscellaneous business) joint resolution in commendation of Dr. Kane.

Bills introduced.—By Mr. Depue, a further supplement to the act concerning roads.

Postponed to the next legislature.—To authorize a bridge over Manasquan river.

Passed.—Supplement to Elizabethport and Staten Island Ferry Company—15 to 1.

BRIDGING NEWARK BAY.

The supplement to the Somerville and Easton Railroad was taken up. Mr. Chetwood moved to reconsider the vote by which the first section was agreed to. Adopted. He then moved to amend that the extension shall commence within one mile and a half of their terminus, at their passenger dépôt at Elizabethport. He offered this amendment in order to define more positively the present terminus of the road.

Mr. Bramhall opposed the amendment, and it was lost—2 to 14. The section was then agreed to.

The fourth section was then reconsidered. Mr. Chetwood moved to amend that the bridge across the bay should have two pivot-draws. He offered this amendment, not for the purpose of embarrassing the bill, but in order to protect the rights of the citizens of New Jersey. A reference to the chart of the bay, shows that there are two channels, one of which will be effectually destroyed if this bill passes in its present shape. By the adoption of the proposed amendment, draws will be secured over both channels, and navigation will not be so seriously interrupted as it will be without. He contended that the legislature had no right to interpose any obstacle to the navigation of those waters, and that, indeed, to do so, would be a violation of the constitution of the United States. The commerce of the Passaic and Hackensack would suffer almost irretrievable damage from the obstruction of one of the channels of the bay, as contemplated by the bill as it now stands.

Mr. Bramhall said that a reference to the United States survey chart, shows that there is but one channel to Newark Bay. The channel referred to by the senator from Essex is of small importance, extending but a little distance. The bridge contemplated by the bill would be no impediment to navigation, and he hoped the amendment would not be adopted.

The vote being taken, it was lost—3 to 11.

Mr. Chetwood then offered a proviso to the section, requiring the Central Railroad Company to build and maintain a carriage and passage way, either under, over, or alongside of, their railroad bridge. He said that from time immemorial, the people of the lower part of Essex and of Middlesex counties had desired a passenger bridge of the kind proposed, and a bill authorizing it at one time passed the legislature, but was subsequently reconsidered, and lost by one vote. If this railroad bridge is authorized, without any provision on the part of the legislature for the erection of a passenger way by the railroad company, such passenger way will never be obtained, for no two bridges will ever be erected over the bay. He thought it was but a matter of justice to our citizens that provision should be made for the passing of carriages, horses, &c. The interests of Jerseymen ought not to be overlooked in our legislation, particularly when that legislation is asked for as in this case, by a foreign corporation. This Central Railroad is controlled almost entirely by New York millionaires — men who have no sympathy whatever with our people. He was willing to render them justice, and to treat them with all proper consideration in legislation, but not to the prejudice of our citizens, upon whom they are constantly heaping reproaches—their press maligning our institutions, our laws, our judiciary, and everything we hold of value. He hoped the Senate would adopt the amendment he had proposed, and demonstrate thereby its determination not to legislate exclusively for the rights of foreign corporations, but to

protect, as they should, the rights, and to promote, as far as possible, the interests, of our own citizens.

Mr. Bramhall said that the Central Railroad was emphatically a New Jersey institution. It was directly through the heart of the state, facilitating the intercourse, and pouring innumerable benefits upon the citizens of five of our largest agricultural counties. They assuredly have a right to protection. As to the amendment proposed by the senator from Essex, it must be manifest that if engrafted upon the bill, it would render it entirely unacceptable to the applicants. If the people desire a turnpike bridge across the bay, let them apply for it in the proper form, and he for one would cheerfully vote in its favor. But he thought it was unjust to attempt to cripple a fair and legitimate application for a railroad bridge by any such condition as the gentleman from Essex had proposed.

After further debate, the vote was taken and the amendment was lost. The section was then agreed to, and the bill ordered to a third reading.

Mr. Laird introduced a bill authorizing the purchase of Lippincott's Gazetteer for the use of common schools. Adjourned.

AFTERNOON SESSION.

Several petitions for, and remonstrances against the bill to repeal parts of certain turnpike acts, were presented by Messrs. Allen and Robertson.

Bills noticed.—By Mr. Depue, to authorize the village of Hackensack, to improve its sidewalks, supplement to the militia system.

By Mr. Bramhall, to incorporate Union Omnibus Company.

Bills introduced.—By Mr. Chetwood, to incorporate the Newark and Elizabeth Plank Road Company; by Mr. Allen, to incorporate the Union Works of Willingboro, Burlington county; by Mr. Chetwood, to incorporate the Elizabeth Library Association.

— Riggs, from the committee on education, reported the bill for the purchase of Lippincott's Gazetteer, for the use of schools.

The bills to repeal parts of certain turnpike acts, and explanatory of certain parts of acts incorporating turnpike companies, on motion of Mr. Allen, were postponed to the next Legislature.

On motion of Mr. Allen, the bill for the security of railway travel, was reconsidered, and ordered to stand on its second reading.

Ordered third reading.—Joint resolution relative to the sale of adulterated and impure guano; to incorporate the Hackensack and New York Railroad; supplement to act to incorporate companies to erect buildings for use of lyceums, &c.

The vote by which the bill to incorporate the Long Dock Company, was ordered to be engrossed, was reconsidered—the bill amended by Mr. Bramhall, and again ordered to a third reading.

The joint resolutions in commendation of Dr. E. K. Kane being called, on motion of Mr. Allen, they were postponed for the present. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. White.

Mr. Kille, in favor of renewing the charter of Mount Holly and Camden Railroad company; also to vote by ballot in Maurice River; Mr. Collom to renew the charter of Mount Holly and Camden Railroad company.

Reports of committees—Mr. White (Agriculture,) Senate bill to incorporate New Jersey Agricultural Society.

Mr. Gaunt, a number of engrossed bills.

Mr. Beatty, (Corporations,) to incorporate Bordentown and Crosswicks Turnpike company; Long Branch and Sandy Hook Railroad company; Odd Fellows' Hall Association of New Egypt; Somerville Water Works; to renew charter of Mount Holly and Camden Railroad company; Howard Express company; Gas Light company of New Brunswick; Jersey City Commercial and Improvement; Peapack and Plainfield Railroad company.

Mr. R. S. Demarest (militia) to repeal part of act respecting Hudson Brigade.

Mr. Dutcher, (Judiciary,) to authorize voting by ballot in upper township in Cape May and Egg Harbor in Burlington; supplement to Orphans' Court act.

Mr. Gould, (Ways and Means) respecting freights and fares on Railroads; supplement respecting taxes.

Mr. Pennington, (Municipal Corporations) to authorize city of Elizabeth to borrow money for school houses.

Bills introduced—Mr. Dutcher, Princeton Mutual Insurance company. Mr. Elmer, Elizabeth Hotel company; Mr. McDonald, supplement to Newark India Rubber company.

Bills noticed—R. S. Demarest, to set off part of Saddle River in Bergen to Lodi; Mr. Herbert, to appoint commissioners to fix the boundary line between Monmouth and Mercer; Mr. Tomlin, to vote by ballot in Greenwich and Woolwich; Mr. Barriclo, for relief of Presbyterian church of Long Branch; Mr. Brown, to charter Ocean County Bank; Mr. Demott, to extend the provisions of the act relative to swine, &c., to Harrison township in Hudson; Mr. Elmer, supplement to Medical Societies in this state.

GENERAL LAWS.

The resolution offered yesterday by Mr. Budd, for a committee of five to inquire into the provisions of the General Law with a view of bringing all the applications for special charters before the House under its operations, was called up.

After remarks by Messrs. Robbins, Budd. Collom, and others, it was laid on the table 33 to 16.

RAILROAD TRUST COMPANY.

Bills on final passage—The bill to incorporate the Railroad Trust company, was taken up.

— Barrett spoke in favor of the bill on the ground that its principal object seems to be to protect American manufactures as well as American financial securities. It had been the policy of European bankers and moneyed men to depreciate both. He spoke at length in favor of the bill.

— Lafetra opposed the bill and said from the preamble of this bill, as I view it, it proposes to regulate not only the price of iron, but the currency. I do not believe it possible for governments to regulate this matter. Trade will regulate itself—like water it will find its level. I believe in the doctrine of buying where we can buy the cheapest and selling where we can sell to the best advantage. I look upon it as a mammoth concern, which may eventually endanger the best interests of the state.

The bill was lost by the following vote:

Ayes——Barrett, Bartlett, Bathgate, Brown, Cook, Doremus, Elmer, Harker, Herbert, Howell, Hutchinson, Jones, Keen, McDonald, Muchmore, Parry, Perry, E. C. Smith, Schoonmaker, Whritenor—20.

Nays—Baldwin, Barriclo, Beatty, Beers, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, (Speaker) Demott, Dutcher, Frambes, Gaunt, Hatfield, Hopping, Kille, Lafetra, Obdyke, Osbourn, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Ward, Wooley, White—31.

ADULTERATED LIQUORS.

The bill to prohibit the manufacture and sale of adulterated liquors in this state, under fine and imprisonment, was taken up and passed as follows:

Ayes—Barrett, Bartlett, Barriclo, Bathgate, Beers, Brown, Buckley, Budd, Cook, R. S. Demarest, T. W. Demarest, (Speaker) Doremus, Dutcher, Elmer, Gould, Harker, Hatfield, Herbert, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Parry, Perry, Schomp, E. C. Smith, Schoonmaker, Tomlin, Winans, Wooley, Whritenor—35.

Nays—Baldwin, Beatty, Carr, Collom, Demott, Frambes, Gaunt, Lafetra, Obdyke, Osbourn, Pennington, Rittenhouse, Robins, Sergeant, W. Smith, Ward, White—17.

The bill to incorporate the Warren foundry and machine company was taken up and passed, 41 to 5—(Doremus, Keen, Parry, Pennington and Robins.)

The bill respecting the fire department of the city of Newark was taken up, explained by Mr. McDonald, and passed, 44 to 0.

Supplement to act to enclose Tom's Point in Pequannock, Morris county, was taken up, explained by Mr. Howell, and passed, 42 to 0.

The supplement to act to incorporate the Bay City Company was taken up. Mr Demott called for the reading of the remonstrance against the same. Mr. Demott explained the bill and said the act to which this is a supplement was obtained without the knowledge of many persons interested. By building a long pier into the river it would injure the navigation and fishing interest. By the general act, if they desire to make improvements, they can do so by getting the consent of the board of chosen freeholders of Hudson county—the supplement proposes to extend the time for the commencement of their works, and he hoped, therefore, it would not pass. The bill was lost, 1 to 49.

The bill to change the name of the Newton Presbyterial Academy was passed, 38 to 1—(Gaunt.)

IMPRISONMENT ON CIVIL PROCESS.

The supplement to the act respecting the arrest and imprisonment of persons on civil process—providing that the act shall not affect suits commenced prior to its passage. was taken up.

— Elmer moved the indefinite postponement of the bill. (At the request of Mr. Dutcher, who thought it right that the bill should come up on its merits, the motion was withdrawn.)

— Dutcher then explained the bill.—Previous to 1854 any person arrested for seduction could apply for and obtain the benefit of the insolvent laws. By the act of 1854 any person convicted before or after the act, the benefits of insolvency were taken away. He stated a case of an individual who under this act of 1854 was arrested for seduction. He then applied for the benefit of the insolvent laws as provided for before the act of 1854. The case went into the courts. The act of 1855 provided that the act of 1854 should not affect any case pending at the time of its passage. Doubts had arisen as to whether that supplement threw this case out of court, and this act provides that it shall not effect the case mentioned.

Mr. Barret asked why this defendant did not apply for the benefit of the insolvent laws before the act of 1854 was passed, and also whether the act of 1855 was not made to meet this case.

Mr. Dutcher replied to the first inquiry that he did not know. To the second question he said that it had been alleged that both the act of 1854 and that of 1855 were passed to meet particular cases.

Mr. Collom said that the case was a very plain one. The simple question was whether the legislature should devise means to let criminals escape. He regarded the attempt, now that the defendant was able to answer the charge against him, to release him, as calculated to give license to crime.

Mr. McDonald in a very clear and forcible speech gave the facts in the case, and pronounced the act of 1854 an infamous act. It was really an imprisonment for life —an expost facto law. In regard to the difficulties between the parties it was for the courts to determine. This supplement put the parties back into court where they belonged.

Mr. Perry thought the bill ought not to pass. It was a dangerous precedent to allow the legislature to make acts criminal which were not so before.

The bill was then passed by the following vote:

Ayes—Baldwin, Barrett, Bartlett, Barriclo, Beers, Brown, Collom, De Mott, Doremus, Dutcher, Frambes, Gaunt, Harker, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Parry, Schomp, Sergeant, E. C. Smith, W. Smith, Schoonmaker, Winans, Willever, Ward, Wooley, Whritenor, White—33.

Nays—Beatty, Carr, Cook, T. W. Demarest, (Speaker,) Elmer, Herbert, Osbourn, Perry, Pennington, Rittenhonse, Robins, Tomlin, Vorhis, Wells—14.

Adjourned.

AFTERNOON SESSION.

Passed—To charter Bergen and Hudson Gas Light company—40 to 1, (Budd); supplement to Bordentown Water and Reservoir company—49 to 0.

Bills on second reading—The bill to charter the Domestic Bank at Paterson was taken up and amended, requiring a majority of the stock to be owned by residents of this state, and ordered a third reading.

The bill to charter the Phillipsburg bank was also read and ordered to a third reading.

PUBLIC SCHOOLS.

The public schoolbill being taken up,

—Robins moved to postpone the bill on the ground that the public mind was not prepared for it.

— Barrett opposed the postponement.

— Collom advocated the postponement, simply because the people wanted time to consider its features. Numbers of copies had been printed and he had no doubt the representatives next year would come here much better prepared to act on this important question, than we are now.

— Harker opposed the postponement. He thought that much time and labor had been expended on the subject by gentlemen fully qualified. He would be willing to have the same referred to a special committee, with instructions to rearrange the same.

— Hatfield moved to recommit the bill with instructions to reduce if not strike out the salaried officers, &c.

Mr. McDonald opposed the reference to a special committee. He thought the committee on education out of courtesy ought to have charge of the bill. He wast not yet prepared to act on this bill. He was therefore in favor of letting it lay over. If it can't go over don't attempt now to clog it with amendments, for really there are few who seem to understand its provisions.

— Hatfield was willing the bill should go to the committee on education. He thought we were prepared to go into the examination now.

— Collom said he could not understand how this matter had got to the people, for it was not yet prepared at the commencement of the session. He felt perfectly willing that the bill should go to a special committee. He had found much difficulty in getting the education committee to agree to the details of the bill.

— Barrett was in favor of considering the bill. He thought they might take it into consideration now. He wanted the light to shine upon it. He was not willing to make a hobby horse of education to ride into office, and forsake the cause when they come here.

— McDonald explained the reasons why he was not prepared to act now.

The bill was then recommitted without instructions.

ERIE RAILROAD EXTENSION.

The bill to authorize the Erie Railroad company to hold land in this state and to cut through Bergen Hill, being under consideration,

— Budd moved to amend by adding a tax of the half of one per cent.

— Hatfield and Robins opposed the motion as unjust.

— Budd advocated his amendment and said the road was to accommodate the city of N. York, and also on the ground that the tax was nothing compared to what is paid by the joint companies.

Mr. McDonald opposed the amendment.

Mr. Demott also opposed, and it was lost.

Mr. Budd then moved to make the tax ¾ of one per cent.

Opposed by Mr. Hatfield and Mr. Dutcher.

Mr. Budd said companies ought to be taxed as much as individuals. For this reason he thought it would be proper to make the amendment. Lost.

The bill was then ordered to a third reading.

Mr. Baldwin introduced a bill to exempt firemen in Belville from jury duty.

Mr. Osbourn gave notice of a supplement increasing and confirming the powers of Rifton manufacturing company.

Mr. Elmer introduced a bill to incorporate the Union ferry company.

Mr. Wells introduced a bill to incorporate the Millville Bank. Adjourned.

SENATE.

FRIDAY, Feb. 15.

Prayer by Rev. Mr. White.

Petitions, &c.—By Mr. Speer, from citizens of Monmouth and Mercer, for alteration of county line; from citizens of Woodbridge, for repeal of law authorizing removal of Rahway mill dams; from managers of Rahway savings institute, for privilege to charge 7 per cent. on loans; by Mr. Robertson, for the enclosure of a certain tract of land in Pequannock, Morris county.

Reports of committees—By Mr. Rafferty, (corporations) to regulate discipline in the Hudson brigade; to incorporate Warren machine company; supplement to Newark fire department; supplement to Jersey City and Bergen Point railroad; to incorporate Newark and Elizabeth plank road; to incorporate Union Works of Willingboro. Burlington county; to incorporate Elizabeth Library Association.

By Mr. Laird, (miscellaneous business) to enclose certain tracks of land in Pequannock, Morris county.

By Mr. Speer, (judiciary) supplement to act for relief of persons imprisoned on civil process; to prevent the sale of adulterated liquors; supplement to Rahway mill dams; supplement to tax law; supplement to act regulating mode of docketing judgments in the circuit court.

The same committee reported adversely to the bill to legalize the will of Margaret Bradford, which report was agreed to.

Bills noticed—By Mr. Speer, to alter the line between Monmouth and Mercer; to increase the pay of the sergeant-at-arms in the chancery and supreme courts.

Bills introduced—By Mr. Roberts, to incorporate Farmers and Citizens' Ferry Company; to exempt from taxation land used as a public road.

Passed—To incorporate the Bordentown and Columbus Turnpike Company; joint resolution relative to the sale of impure guano; to incorporate the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company.

Mr. Roberts offered a resolution that when the Senate adjourn, it adjourn to Monday afternoon. Agreed to.

Ordered third reading—Act relative to the Lunatic Asylum.

Mr. Robertson moved that the Senate do now adjourn. Lost.

Mr. Chetwood moved to reconsider the vote by which the bill legalizing the will of Margaret Bradford was disagreed to.—Adopted.

The bill for the safety of railway travel, recommitted yesterday, was taken up, amended and again ordered to a third reading. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Maxwell.

Mr. Wells presented the petition of Silas Thomas, asking for pay for timber furnish-

ed to the State Prison, and moved its reference to a special committee.

Mr. R. S. Demarest moved to lay it on the table, and said we had already sufficient trouble with this matter. It was before the House last year, and was fully investigated.

Mr. Wells opposed this motion, on the ground that the facts ought to be fairly considered.

Mr. Pennington also stated that the whole matter had been investigated and fully determined last year. It would therefore be a waste of time to consider it again.

The petition was read, and the motion to lie on the table, carried, 29 to 22, as follows:

Yeas.—Baldwin, Bathgate, Beatty, Beers, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, Demott, Doremus, Dutcher, Elmer, Frambes, Gaunt, Gould, Lafetra, McDonald, Obdyke, Perry, Pennington, Rittenhouse, Robins, Sergeant, W. Smith, Schoonmaker, Vorhis, Willever, Ward,—29.

Nays.—Barrett, Bartlett, Barriclo, Brown, Buckley, Cook, Harker, Hatfield, Hoagland, Howell, Hutchinson, Jones, Keen, Kille, Muchmore, Osborne, Parry, E. C. Smith, Wells, Wooley, Whritenor, White, —22.

Mr. Wells then asked permission to withdraw the papers, stating that he intended to have the same printed for the information of the public. Granted.

Mr. Beatty presented a petition in favor of a ferry at Columbia, Warren county.

Reports of committees.—Mr. Dutcher, (judiciary) supplement to act establishing pilots at Jersey City, &c.

Mr. Gaunt, several engrossed bills.

Mr. Beatty, (corporations) to incorporate Exit Fire Arms Company; Belvidere Water Gap Water Company; Mullica Hill Turnpike Company; respecting overseers of highways in Blairstown in Warren, and New Providence in Essex.

PROHIBITORY LAW.

Mr. Brown, from special committee, to whom was referred the prohibitory law, reported that although the committee entertained different views in regard to the propriety of passing the bill, yet they had unanimously agreed to report it to the House, reserving the privilege of expressing their views before the House.

Bills introduced.—Mr. Kille, a supplement to act defining the duties of the Attorney General, and regulating his salary.—Mr. Elmer, a supplement to medical act, also to incorporate Elizabeth cordage manufacturing company. R. S. Demarest, to annex part of Saddle river, to Lodi in Bergen; Barriclo, for relief of Presbyterian Church, at Long Branch; Mr. Osborne, supplement to Rifton manufacturing company; Mr. Demott, to prevent hogs from running at large in Harrison, Hudson county.

Mr. McDonald introduced a resolution, changing the morning hour of meeting to 9½ o'clock. Adopted.

Mr. Dutcher moved a reconsideration of the vote by which the Railroad Trust Company bill was lost yesterday. He did this out of courtesy to the friends of the bill, who did not think they had had a fair hearing.

Mr. Hutchinson hoped the motion would not be adopted.

Mr. Dutcher then moved to lay his motion on the table. Agreed to 34 to 17.

Bills on final passage.—The supplement to act respecting telegraph companies, passed, 32 to 18.

To incorporate the Mount Holly and Jobstown Turnpike Company, passed, 44 to 1, (Mr. Gaunt.)

The supplement to act respecting executions, and regulating sales under the same, passed, 50 to 1, (Mr. Jones.)

To enable the New York and Erie Railroad Company, to hold land, to cut through Bergen Hill, &c., passed 48 to 0.

To incorporate the Chews Landing and Longacoming Turnpike Company, 41 to 0.

Mr. Doremus gave notice of a bill to remove certain restrictions from the sale of foreign and domestic spirits.

Mr. Pennington offered a resolution to adjourn over to Monday afternoon.

On motion of Mr. R. S. Demarest, the same was laid on the table until afternoon.

Mr. Demott, from committee on passed bills, reported a number of bills presented to the Governor.

Ordered third reading.—The bill respecting schools, in Pequannock, Morris county; Howard Express Company; to set off the new township of Hilldale, in Essex county.

Mr. McDonald moved a new section to annex this new township to the second Assembly district of the county.

Mr. Pennington said it was unconstitutional to do so—he had consulted with the Attorney General. Lost, 20 to 25.

Mr. Pennington then moved the indefinite postponement of the bill on the ground that the old township was already too small.

Mr. McDonald opposed the motion. He wanted the petition to have a fair hearing before the House. He asked where are the remonstrances? and contended that the application was a fair one, and ought to be properly heard. Adjourned.

AFTERNOON SESSION.

The question came up on the motion of Mr. Pennington to postpone the bill indefinitely, to set off the township of Hilldale in Essex. The motion was lost, 8 to 28.

By a suspension of the rules, Mr. Rittenhouse from the committee on printing, reported the Senate bill, without amendment.

Bills on second reading.—The bill to annex part of Notthingham to Trenton, was taken up. Mr. Dutcher offered an amendment, making that part of the township proposed to be set off, a part of the third Assembly district. Agreed to. The bill was then ordered to a third reading; to extend the act to prevent horses, cattle, sheep, and swine, from running at large in the township of Freehold, amended, so as to include Harrison in Hudson, Woodbridge in Middlesex, and Union, in Essex; to authorize trustees of first Presbyterian Church, at Blackwoodtown, to sell land; Hoboken Gas Light Company; Camden and Atlantic Turnpike Company; Jefferson manufacturing company; Martinville mining company; supplement to Somerville Woolen manufacturing company; Farmers mutual fire insurance company, of New Jersey; to charter Cooper's Point Ferry Company.—Adjourned.

MONDAY, Feb. 18.

SENATE.

3 o'clock—Seven Senators answered to their names. On motion of Mr. Martin, the Senate adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Barrett.

The roll was called and 24 members answered to their names.

On motion of Mr. Hutchinson, the House took a recess of fifteen minutes.

After the fifteen minutes had expired, the House again came to order, and there being no quorum, it adjourned.

SENATE.

TUESDAY, Feb. 19.

Prayer by Rev. Mr. Wilcox.

Petitions—By Messrs. Bramhall and Rafferty, for the Central Railroad extension; by Mr. Smith, from citizens of Salem, to vote by ballot; by Mr. Franklin, against the Bloomfield Park and Agricultural Association; by Mr. Smith, for the passage of the supplement to the election laws.

Bills introduced—By Mr. Depue, to authorize citizens of Hackensack to improve the side walks; to incorporate the Hackensack and Harrington Plank Road.

The President presented the annual statement of the Newark Savings Institute.

Bills noticed—By Mr. Smith, supplement to act authorizing justices of the Supreme Court to appoint commissioners to take special bail, &c.

Reports of committees—By Mr. Rafferty, (corporations) to incorporate Union Omnibus Company.

Passed—Relative to the Lunatic Asylum —18 to 1, (Depue.)

Ordered third reading—To authorize inhabitants of Salem township to vote by ballot; to authorize road districts in Upper Alloways Creek, in Salem, to elect their own overseers; to incorporate Clover Hill Public Hall Association; supplement to Paterson and Hudson River Railroad; to authorize the purchase of Lippincott's Gazetteer for the use of common schools; supplement to the city of Camden; supplement to act authorizing the enclosure of certain land in Pequannock township, Morris county.

The joint resolutions in commendation of Dr. E. K. Kane being taken up on their second reading, on motion of Mr. Allen, all after the word *whereas* was stricken out, and a substitute for the preamble and resolutions was then agreed to, and ordered to a third reading.

The amendments made in the House to the bill to incorporate the Hudson and Bergen Gas Light Company, were, on motion of Mr. Bramhall, concurred in by the Senate.

Mr. Bramhall introduced a bill to erect an election district in the township of Bergen, Hudson county.

Mr. Smith gave notice of a further supplement to the act concerning taxes.

The House amendments to the supplement to the "act respecting executions and regulating the sale of personal estate by virtue thereof," on motion of Mr. Robertson, were agreed to. Adjourned.

AFTERNOON SESSION.

There being no quorum, the sergeant-at-

arms was dispatched after the absentees, and a quorum shortly appeared.

Petitions—From stockholders of Little Falls Manufacturing Company, for a law authorizing an assessment upon the stock, to raise additional funds; against a bridge over the Hackensack; against the repeal of the law authorizing a bridge over Mullicus river; from citizens of Burlington county; for the repeal of said law, from citizens of Atlantic and Burlington; from citizens of East Newark, against the Newark and Hudson Railroad; eight petitions for the Central Railroad Extension; from citizens of Burlington and Camden, for a bridge over Cooper's Creek.

Reports of committees—By Mr. Rafferty, (corporations) to incorporate the Newark and Hudson Railroad; by Mr. Laird, (miscellaneous business) to authorize the people of Hackensack to improve their sidewalks.

Bills introduced—By Mr. Smith, supplement to tax law; supplement to act to authorize supreme court justices to appoint commissioners to take special bail, &c.; by Mr. Allen, supplement to Medford and Tuckerton Turnpike Company; by Mr. Riggs, supplement to Jersey Little Falls Manufacturing Company.

A message was received from the Governor, enclosing a letter from Commodore Stewart, thanking the legislature for the joint resolutions asking his restoration to the United States Navy.

Passed—To incorporate the Long Dock Company—15 to 1, (Alexander); to authorize a bridge over Cooper's Creek—14 to 3; supplement to act to incorporate companies to erect lyceum buildings, &c.—16 to 0.

Ordered third reading—Supplement to act regulating the mode of docketing judgments in the supreme court; to incorporate the Union Works of Willingboro, Burlington county; to incorporate the Elizabeth Library Association; to incorporate the Union Omnibus Company; joint resolution relative to construction of breakwater at Cape May; to confirm the will of James Peter Van Horne.

Mr. Bramhall offered a concurrent resolution that (the House concurring) this legislature will adjourn on the 7th of March. Adopted, 14 to 3.

Postponed to next legislature—To authorize bridge over the Hackensack river.

Mr. Smith, from the special committee to whom was referred the bill to regulate the price of public printing, reported the same without amendment.

The supplement to the Newark Fire Department was ordered to a third reading.

On motion of Mr. Smith, the supplement to the bill for the relief of persons imprisoned on civil process, was recommitted to the judiciary committee. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

Reports of committees.—By Mr. Dutcher, (judiciary) supplement to act concerning roads; supplement to act respecting conveyances.

Bills noticed.—By Mr. Demott, to set apart land for a burying ground in Bergen township, Hudson county.

Mr. Tomlin introduced an act to authorize the townships of Woolwich and Greenwich to vote by ballot.

Lost.—Supplement to act concerning marriages—20 to 14; relative to freights and fares on railroads—18 to 13; to change name of Somerville Woolen Manufactory.

Passed.—Supplement to charter of Crosswicks and Trenton Turnpike Company—39 to 4; Coopers' Point and Philadelphia Ferry Company—40 to 2.

A message was received from the Governor stating that he had signed the following bills, originating in the House: To enable the city of Trenton to purchase land for a public square; supplement to Northern railroad; supplement to Delaware Fire Company; Elizabethport and Staten Island Ferry Company; supplement to Freehold and Jamesburg Railroad.

A message was also received from the Governor, enclosing a letter from Commodore Charles Stewart, thanking the legislature for the resolutions passed, asking his restoration to senior post captain.

Bills on second reading.—The bill to incorporate the City Blues of Paterson, was ordered a third reading.

TO REDUCE NUMBER OF CHOSEN FREEHOLDERS.

The bill to reduce the number of freeholders in the respective counties to one from each township, was taken up; an amendment prevailed, offered by Mr. Pennington, authorizing the election of one freeholder from each ward of incorporated cities. Mr. R. S. Demarest, Mr. Elmer, Mr. Winans and Mr. Muchmore objected to the bill as throwing the counties into the hands of the cities, giving them advantages over the rural districts. Mr. McDonald and Mr. Doremus showed that it was equally unjust to say a large majority of the people of a county should be represented by only two members. An amendment prevailed, confining the operations of the bill to Hudson county. Mr. Doremus moved to insert Essex county, which was agreed to. Mr. Elmer moved to strike out the enacting clause. Lost. Mr. Barrett moved an amendment allowing each township in Camden two freeholders, and each ward *one* freeholder. A similar amendment was offered allowing each ward in Trenton to elect *one* freeholder. The bill was then recommitted.

The bill to pay witnesses who testify before grand jurors; also the fees of sheriffs, clerks, &c., respecting cases before the grand jury. Mr. McDonald, Mr. Collom, and others, opposed the bill. Mr. Plummer advocated it. A number of amendments were offered, and the bill was ordered a third reading. Adjourned.

AFTERNOON SESSION.

The bill to set off a new township in Essex, to be called Hillsdale; being under consideration, Mr. McDonald moved an amendment providing that the people residing in the townships proposed to be set off shall vote where they now do. Mr. Winans moved to strike out the enacting clause. Lost. The bill was then ordered a third reading.

PUBLIC PRINTING.

The bill respecting public printing was then taken up; Mr. Perry moved to strike out Hemenover & Moore, and insert Andrew Mead of Paterson.

Mr. Dutcher called the ayes and noes.—Lost as follows:

Ayes—Baldwin, Barrett, Bartlett, Buckley, Cook, Edmunds, Elmer, Harker, Hatfield, Hutchinson, Jones, McDonald, Perry, E. C. Smith, Schoonmaker, Wells, Ward, Whritenor—18.

Nays—Barriclo, Bathgate, Beatty, Beers, Brown, Carr, Collom, R. S. Demarest, T. W. Demarest, Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Herbert, Hoagland, Hopping, Howell, Jenkins, Kille, Lafetra, Muchmore, Osborne, Parry, Pennington, Plummer, Rittenhouse, Schomp, Sergeant, Tomlin, Voorhis, Winans, Willever, Wooley, White—36.

Mr. McDonald then moved to strike out A. R. Speer, and insert William B. Kinney. Lost 17 to 34.

Mr. Perry moved to strike out Morris R. Hamilton, and insert Congar and Porter.—Lost.

Mr. Barriclo moved to strike out A. R. Speer, and insert James S. Yard. Laid on the table.

The bill was then ordered to a third reading. The bill was afterwards put on its final passage and passed 50 to 0.

The following bills were then

Ordered to third reading.—To regulate Hudson Brigade; to renew Mt. Holly and Camden Railroad Company; supplement to New Brunswick Gas light Company; to erect Columbia Ferry in Warren county; for the preservation of deer and other game; to establish a public ferry at Atens, on the Delaware in Warren county; relative to schools in Paterson; relative to the Orphans Court and the power and authority of Surrogates; to authorize the city of Elizabeth to borrow $10,000 for a public school house; supplement to the Somerville and Peapack Railroad; Hoboken Fire Department; Bordentown and Crosswicks Turnpike Company.

FINAL ADJOURNMENT.

The Senate resolution to adjourn sine die on the 7th of March was unanimously concurred in.

On motion of Mr. Lafetra, the vote by which the bill relative to railroad freights and fares, was reconsidered.

Mr. Plummer gave notice of a bill to vote by ballot at town meetings.

Mr. Lafetra from the committee on Banks reported the Millville Bank bill, and Exchange Bank at Newark, with a recommendation that they be not passed. Adjourned.

SENATE.

WEDNESDAY, Feb. 20.

Prayer by Rev. Mr. Rue.

Petitions, &c.—By various members, several petitions for the extension of the Central Railroad; by Mr. Speer, from citizens of Rahway, against the supplement to the act authorizing the removal of the Rahway mill dams; by Mr. Smith, for the supplement to the election laws, (against bribery and fraud.)

Reports of committees—By Mr. Rafferty, (corporations) to incorporate the Farmers' and' Citizens Ferry Company; to incorporate Hackensack and Harrington Plank Road Company; supplement to Medford and Tuckerton Turnpike; to amend Jersey Little Falls Manufacturing Company; supplement to Crosswicks and Trenton Turnpike; to incorporate Longacoming and Chews' Landing Turnpike; supplement to Telegraph Companies; supplement to Mount Holly and Jobstown Turnpike.

By Mr. Speer, (judiciary) to authorize New York and Erie Railroad to hold land, &c.

Bills introduced—By Mr. Speer, to confirm certain proofs and acknowledgments of deeds taken by Augustus L. Martin; supplement to act concerning bills and costs.

Passed—Supplement to act respecting executions, (with House amendments;) to incorporate Hudson and Bergen Gas Light Company; to incorporate the Hackensack and New York Railroad; to confirm last will of James Peter Van Horne; to authorize inhabitants of Salem, in Salem county, to vote by ballot; to authorize the several road districts of Upper Alloways Creek, Salem county, to elect their own overseers; to incorporate the Clover Hill (Hunterdon county) Public Hall Association; supplement to Paterson and Hudson River Railroad; supplement to act relative to mode of docketing judgments in the circuit court; to incorporate the Elizabeth Library Association; supplement to act authorizing the enclosure of a certain tract of land in Pequannock, Morris county.

Mr. Bramhall moved that the official bond of the treasurer, (returned to the Senate from the House of Assembly) be deposited in the office of the secretary of state.—Agreed to.

Ordered third reading—To regulate the price of public printing; to relieve the creditors and stockholders of the Somerville Water Power Company, and of the Hudson Manufacturing Company; authorizing the New York and Erie Railroad to hold lands, &c.; to repeal the act authorizing a bridge over Mullicus river. Adjourned.

AFTERNOON SESSION.

Mr. Rafferty, from the militia committee, reported the following bills: Further supplement to the militia system; relative to the alteration of certain arms at the state arsenal; to authorize repairs of the state arsenal; to repeal a supplement to the militia system.

Bills noticed.—By Mr. Bramhall, supplement to Hudson and Bergen Plank Road.

ADULTERATED LIQUORS.

The Assembly bill to prevent the sale of adulterated liquors, was taken up, amended by the introduction of eight additional sections, and ordered to a third reading.

Ordered third reading.—Supplement to act for the removal of the Rahway mill dams; supplement to Crosswicks and Trenton Turnpike; supplement to tax law; supplement to city of Newark; to incorporate the Warren Turnpike and Machine Company.

Passed.—The bill to incorporate the Union Omnibus Company.

FREE TICKETS.

Mr. Riggs gave notice of a bill to prevent railroad companies in this state from passing members of the legislature free.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

Petitions, &c.—Mr. Pennington, from 79 persons, against creating Hilldale township, in Essex; Mr. Vorhis, against setting off a part of Alexandria, in Hunterdon, to Bethlehem township; Mr. Winans, from citizens of Springfield, against Hilldale; Mr. Cook, in favor of Millstone and New Brunswick Railroad; Mr. Willever, from Bethlehem, against annexation of a part of Alexandria to that township; Mr. Wooley, for a turnpike from Trenton to Allentown, by way of Sandtown; Mr. Collom, in favor of a bridge over Cooper's Creek.

Reports of committees—Mr. Pennington, (municipal) reported supplement to Paterson; supplement to New Brunswick, and adversely to repeal of city of Hudson charter.

PUBLIC SCHOOLS.

Mr. Collom, (education) reported back the public school bill without amendment, recommending the same to be postponed to the next session of the legislature. Report adopted. The committee reported a supplement to the school bill respecting duties of superintendents, teachers, &c.

Mr. Gaunt, (engrossed bills) a number of bills correctly engrossed.

Mr. Beatty, (corporations) reported Bordentown and Columbus Turnpike; Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company; Princeton Insurance Company; Elizabethport Cordage Manufacturing Company; Elizabeth Hotel Company; Union Ferry Co.

Mr. Gould, (ways and means) to prevent the sale of adulterated guano; supplement to New Jersey Historical Socity.

Mr. White, Cumberland Agricultural and Horticultural Society.

Mr. Ward introduced a resolution requesting the Senate to return the Somerville Woolen Manufacturing bill, lost yesterday. Adopted.

Bills noticed—Mr. Wooley, to incorporate the Trenton and Allentown Turnpike Company.

The supplement respecting marriages, which had been lost, was reconsidered and recommitted.

Bills on final passage—The bill respecting schools in Pequannock, Morris county, passed, 43 to 0.

To authorize Presbyterian Church at Blackwoodtown to sell land, passed 43 to 0.

To incorporate the Jefferson Manufacturing Company was passed, 32 to 8.

Supplement to Camden and Atlantic Turnpike Company, passed, 41 to 0.

To incorporate the Howard Express Company, was explained by Mr. Collom and passed, 38 to 5. (Messrs. Beers, Budd, Jenkins, Robins, White.)

SPECIAL BANKS.

The Mount Holly Bank bill being called, Mr. Collom asked that the same be postponed for the present—the House not being full.

Mr. Pennington objected to this constant postponement of bank bills.

Mr. Lafetra moved to make it the order of the day for Friday.

Mr. Collom suggested Thursday week, and moved that all the bank bills be set down for that day. Agreed to.

The Somerville Woolen Manufacturing bill, lost yesterday, was reconsidered and passed, 38 to 7.

Mr. Doremus introduced a further supplement to justices of peace act.

Mr. Collom gave notice of a further supplement to act for suppressing vice and immorality.

Mr. Jenkins introduced a bill to change the line between North and South Brunswick.

Ordered third reading—Supplement to act concerning taxes; Columbus and Kinkora Turnpike Company; respecting preservation of clams and oysters; supplement to Newark India Rubber Company; supplement to act regulating pilots; to repeal the act relating to plank and turnpike roads; relative to election of overseers of highways in Blairstown, in Warren, and New Providence, in Essex, (amended by inserting Union township, in Essex;) Jersey City and Bergen Point Plank Road Company; Odd Fellows Hall Association of New Egypt; Elizabethport Cordage Manufacturing Company; to incorporate New Jersey Agricultural Society; Long Branch and Sandy Hook Railroad Company. Adjourned.

AFTERNOON SESSION.

Mr. Collom, by leave, noticed a bill for the suppression of tippling houses.

Mr. Beatty (corporations), reported Long Dock Company's bill.

Mr. Pennington introduced a resolution rescinding the rule preventing the introduction of private bills after the 16th of February. Adopted.

The bill respecting freights and fares on railroads, lost yesterday, was reconsidered.

Ordered third reading.—Joint resolutions relative to the loss of life by wrecks on the New Jersey coast; supplement to act concerning roads; Exit Fire Arms Company; Belvidere and Water Gap Railroad; supplement to Mullica Hill and Woodbury Turnpike Company; to set off the Eleventh ward, in Newark. Opposed by Mr. Doremus, who offered an amendment changing the boundaries of said ward, which was lost. To set off a part of Manchester, in Passaic, to Saddle River in Bergen county.

Mr. Kille, by leave, introduced a bill to incorporate Gravelly Ridge Turnpike Company.

Passed.—To incorporate the city Blues of Paterson—41 to 0; supplement to Peapack and Plainfield Railroad Company—43 to 0; to repeal part of an act respecting Hudson Brigade—43 to 0; to prevent hogs, &c., from running at large in Freehold, &c. —33 to 11; Farmers Mutual Fire Assurance Association—35 to 3; to authorize voting by ballot at town meetings in South Amboy.

Postponed to next legislature.—To set off Hilldale township, in Essex county.

Recommitted.—Supplement to act respecting witnesses fees.

A communication was received from the Governor in answer to a resolution of the House, calling for information respecting encroachments on the shore line on the Hudson, urging the importance of a permanent line along the whole of New Jersey shore. Read, referred, and 500 copies ordered to be printed. Adjourned.

THURSDAY, Feb. 21.

SENATE.

Prayer by Rev. Mr. Wilcox.

Petitions.—By Mr. Bramhall, a memorial from the New Jersey Railroad Company against the Newark and Hudson River Railroad; by Messrs. Speer and Laird, against the alteration of the Monmouth and Mercer line; by various gentlemen, for the Central Railroad extension; by Mr. Somers, for the repeal of the Mullicus River Bridge Company charter.

Reports of committees.—By Mr. Rafferty, (corporations) supplement to Camden and Atlantic turnpike; to incorporate Howard Express Company; to incorporate Jefferson Manufacturing Company; Mr. Riggs, from the same committee, to whom was referred the bill incorporating the Mazzini Bank at Beverly, presented an elaborate report, discussing the banking question at length, and asking to be discharged from the further consideration of the subject.

Mr. Chetwood, the minority of the committee, dissented from its sentiments. The report was accepted, and ordered printed. It was then, on motion of Mr. Allen. made the order of the day for Tuesday next.

By Mr. Speer, (judiciary) supplement to act respecting fees and costs; to confirm certain deeds, &c., taken by Augustus L. Martin; supplement to act for relief of persons imprisoned on civil process; authorizing the Lackawana Railroad to hold real estate in Essex, Hudson, and Middlesex counties.

Bills introduced.—By Mr. Speer, providing for the punishment of offences committed on the river Delaware; supplement to New Brunswick Savings' Institution; to alter the county line between Monmouth and Mercer counties; by Mr. Howell, to authorize the planting of oysters in land covered with water, in Maurice River Cove; by Mr. Laird, for the promotion of the Agricultural interests of the state.

The bill to repeal the act authorizing a bridge over Mullicus river, on motion of Mr. Somers, was made the special order for Thursday next.

Passed.—For the relief of the creditors and stockholders of the Somerville Water Power Company, and the Hudson Manufacturing Company; to incorporate the Union Works, of Willingboro, Burlington county; supplement to city of Camden; to authorize the purchase of Lippincott's Gazetteer, for the use of common schools; to incorporate the Bloomfield Park and Agricultural Association—advocated by Mr. Roberts, and opposed by Mr. Franklin; to authorize the New York and Erie Railroad to hold lands, &c.; to incorporate the Warren Foundery and Machine company; supplement to Trenton and Crosswicks Turnpike; joint resolution relative to construction of a breakwater at Cape May—advocated by Mr. Diverty; joint resolution in commendation of Dr. E. K. Kane, advocated by Mr. Allen.

Lost.—To incorporate the Empire Manufacturing Company; to prevent the sale of adulterated liquors—6 to 13. [The vote by which the former of these bills was lost, was subsequently reconsidered, and the bill passed.]

Mr. Bramhall introduced a supplement to the Jersey Shore Improvement Company.

Bills noticed.—By Mr. Roberts, to incorporate the Camden Brick Company; by Mr. Smith, supplement to act for punishment of crimes. Adjourned.

AFTERNOON SESSION.

Petitions—From the Common Council of Elizabeth, for the Central Railroad extension; sundry other petitions on the same subject; from 117 citizens of Morris county. for a law to muzzle dogs.

Passed—Supplement to Newark, 16 to 1.

Bills introduced—By Mr. Allen, supplement to commissioners of deeds; by Mr. Smith, supplement to act for punishment of crimes; Mr. Martin, for the purchase of Mitchell's Map for common schools; by Mr. Somers, joint resolution relative to the improvement of Absecom and Great Egg Harbor Inlet.

Ordered third reading—To incorporate the Newark and Elizabeth plank road; to incorporate the Farmers' and Citizens' Ferry Company; supplement to Medford and Tuckerton Turnpike; authorizing repairs at the State Arsenal; relative to the alteration of certain arms in the State Arsenal; to repeal a supplement to the Militia System; further supplement to act establishing a Militia system; to legalize the will of Margaret Bradford; to incorporate the Howard Express Company. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

Petitions, &c.—Mr. R. S. Demarest, in favor of supplement to Weehawken and Ramapo plank road; Mr. Hoagland and Mr. Cook, in favor of Millstone and New Brunswick railroad supplement; Mr. Demott, for repeal of charter of city of Hudson; Mr. E. C. Smith and Mr. Barrett, in favor of bridge over Cooper's Creek; Mr. Harker, two remonstrances against bridge over Cooper's Creek.

Reports of committees—Mr. Dutcher, (judiciary) relative to the Asylum; to enable owners of land to clear out the Assanpink; relative to roads in Monmouth; to set off part of Saddle river, in Bergen county; to vote by ballot in Woolwich and Greenwich; relative to fire department in Bellville; to vote by ballot in Lawrence; to prevent hogs running at large in Harrison; for relief of Presbyterian Church at Long Branch; relative to duties and salary of Attorney General.

Bills introduced—Mr. Collom, a further supplement to act to prevent vice and immorality; also to suppress tippling houses and beer shops, (referred to Messrs. Collom, Schoonmaker and Barrett.) Mr. Edmunds, a supplement to Cape Island Turnpike Company; Mr. Parry, a supplement to Mount Holly and Ayrestown Turnpike Company; Mr. Herbert, to ascertain the boundary between Monmouth and Mercer.

Bills noticed—Mr. Parry, for a draw bridge over Mullicus river; Mr. Dutcher, explanatory of the act for better securing the property of married women; Mr. Parry, to incorporate the Burlington and Columbus Turnpike.

Bills on final passage.—The bill to incorporate the Hoboken City Gas Light Company was taken up, and lost—9 to 31.

The joint resolutions respecting the protection of life and property on the New Jersey coast from wrecks, were passed—46 to 0.

The further supplement to the act concerning roads—vacating all roads laid out which have not been used in twenty years, was passed—44 to 3, (Pennington, Wooley, and White).

To vote by ballot in South Amboy, at town meetings, was passed—39 to 7; to incorporate Long Branch and Sandy Hook Railroad Company—49 to 0; to incorporate Odd Fellows' Hall Association of New Egypt—43 to 6; to incorporate Exit Fire Arms Company—34 to 15; Belvidere Water Gap Railroad Company—46 to 1, (Mr. Sergeant); New Jersey State Agricultural Society—49 to 1 (Mr. Beers); to amend act respecting Bergen Point and Jersey City Plank road Company—47 to 0; to annex a part of Nottingham to Trenton—43 to 3 (Hutchinson, Jenkins and Whritenor).

Lost.—Supplement to act concerning taxes (opposed by Mr. Harker and advocated by Mr. R. S. Demarest)—21 to 29.

Mr. Pennington moved that when the House adjourn, it will adjourn to meet on Friday morning at 9 o'clock, and then adjourn to commemorate the birth-day of Washington.

Mr. McDonald and Mr. Collom opposed the resolution on the ground that there was a large amount of business on the calenders, and that the two Houses had agreed to adjourn finally on the 7th of March.

The resolution was amended by Mr. Wells and Mr. Dutcher so as to require the House to meet at 9½ o'clock, without specifying any object. Adjourned.

AFTERNOON SESSION.

The supplement to public schools in Paterson, was taken up, and in consequence of an error in the engrossment, it was postponed for the present.

The Bordentown and Crosswicks Turnpike Company bill, was passed 54 to 0; also, the bill to elect overseers of highways by districts in Blairstown, Warren, and New Providence and Union, in Essex—45 to 1.

The bill respecting the Newark India Rubber Manufacturing company was taken up. Mr. McDonald explained the bill—passed 46 to 0.

The bill creating a new ward in the city of Newark, to be called the Eleventh ward, was taken up. Mr. Bathgate advocated the bill, and Mr. Pennington and Mr. Doremus opposed it.

The bill was passed, 34 to 16.

To establish a ferry across the Delaware at Columbia—Lost, 27 to 20.

To renew the charter of Mount Holly and Camden Railroad—passed 32 to 20.

The bill to establish a ferry at Columbia, which was lost, was reconsidered.

Mr. Beatty, (corporations) reported a number of bills.

Ordered third reading.—The supplement to Millstone and New Brunswick Railroad Company. Adjourned.

FRIDAY, Feb. 22.

SENATE.

Prayer by Rev. Mr. Wilcox.

Reports of committees—By Mr. Rafferty, (corporations) to incorporate the City Blues of Paterson; supplement to Peapack and Plainfield Railroad; to extend charter of Newark India Rubber Company.

By Mr. Rafferty, (militia) to repeal part of certain act respecting the Hudson Brigade.

By Mr. Rafferty, (judiciary) for the punishment of offences committed on the river Delaware.

The bill to regulate the price of public printing was taken up on its final passage. It was advocated at some length by Mr. Smith, who showed conclusively the necessity of some advance upon the present rates. Mr. Smith said:—

MR. PRESIDENT: In introducing this bill to the attention of the Senate, I feel confident that while it is a simple act of justice to a profession proverbially among the most responsible, I am also conferring a benefit upon the State. I venture the assertion, sir, that the public printing of New Jersey will not favorably compare in execution with that of any other section of the union. The remedy can only be found in profferring a fair compensation, and stipulating that the paper and execution shall, in all respects, conform to a certain standard. I am informed that since 1841, there has been no material advance in the rates of state printing. These rates, however, were more distinctly settled by the statute of 1846. Since that period, a marked advance has taken place, not only in the price of labor, but every description of material pertaining to the business. What may have been deemed liberal compensation ten years since, can scarcely be regarded in the same light now. The price of paper has advanced 25 per cent. and composition in the same ratio. Thus the actual advance is fifty per cent. Notwithstanding this, it is purposed by the bill before us to advance the rates but twenty-five per cent. while it provides for printing the laws and journals upon a far superior paper to that at present used, and to correspond with the printing of other states. A comparison of the present rates with those proposed, will indicate that a very material portion of the latter will necessarily be absorbed in procuring the extra quality of paper. For the journal of the Senate and General Assembly, the present law makes no provision whatever for the quality of the paper, consequently a most inferior article is invariably used, upon which good type and workmanship are employed in vain. I am sure, sir, you will agree with me in opinion that the execution of our journals is alike discreditable to the advanced state of the art, and to the commonwealth. The proposed law requires the paper hereafter used to be worth at least ten cents per pound—an advance of one-third in price now paid. The present act requires but two thousand copies. Here the paper is to be worth at least 15 cents per pound, or about $6 per ream, nearly double the price now paid, and sufficiently excellent to afford a volume discreditable to no library. The several volumes of laws of Maine and Massachusetts, before me, are submitted as specimens of the work to be required. The advance is quite material, but it should be considered that at least one-third additional number of copies are called for, and at the same time vastly superior workmanship and paper. I am informed by the secretary of state, that the number of copies of laws now authorized is very far short of supplying the officials and others in the state entitled to the same.

I am proud, sir, at all times, to recognize the ties which bind me to the profession.—No one, more than myself can claim familiarity with its lights and shadows. I am well aware of what its members have to endure. I know that not unfrequently the conductor of a public journal racks his body and mind by day and night for the merest pittance. I know that he is expected to stand the scapegoat of his party, receiving the blows too often deserved by others, and enthusiastically struggle to maintain a cause with the full consciousness that no share of the victory, if won, will enure to his benefit. And I also know there is not a more self-sacrificing, and, I may add, worse compensated class of men, than these same conductors of the public press. But they ask no protection at the expense of the state. She requires their services in a purely business capacity, and all they desire is that she shall compensate them in a manner commensurate with their mutual interests. But sir, the "art preservative of arts" should not be suffered to languish.—If the state discriminates in favor of any class of citizens, it should be those whose mission is so clearly fraught with incalculable good to the race. I am among those who believe that the existence of a high-toned patriotic press is essential to the preservation of our liberties. It is the text book of thousands, and, as such exercises an almost unlimited influence. It has with truth been termed a mighty engine, by which man is enabled to improve the faculties of his nature; it is the preserver of the knowledge and acquirements of former years, and the great barrier, when not perverted by the hand of power, against the debasement of the human mind. I am now, and for several years have been disconnected from pecuniary interest in the profession. Were it otherwise—had I a present or prospective interest in this bill, I would be the last to urge it upon the legislature. But, sir, I claim to know something of the requirements of the profession, and sincerely hope that the spirit of liberality which of late has reached the proceedings of this body, will be so far extended to the press as at least afford remunerative prices for improved workmanship. The bill before us is based upon estimates by some of the most intelligent printers of the state, representing the different parties. They have reposed their interests in our hands, and I can only say, should their hopes be realized, we will feel amply rewarded in the consciousness of having, in some degree, aided in removing the dependence which has measurably paralysed the profession, and retarded its influence.

The vote being taken, the bill was lost, 9 to 6.

Passed—To incorporate the Howard Express Company, 11 to 3.

Bills introduced—By Mr. Price, supplement to Sparta Manufacturing Company.

Mr. Rafferty offered a resolution that when the Senate adjourn, it adjourn to Monday afternoon. Adopted.

Mr. Howell gave notice of a supplement to the act authorizing Jeremiah Stull to build a dam across Great Egg Harbor river at May's Landing. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

Petitions, &c.—Mr. Cook, the proceedings of a public meeting at Princeton, in favor of Fire Insurance Company at that place; Mr. Kille, against voting by ballot in Upper township, Cape May; Mr. Cook, in favor of Millstone and New Brunswick Railroad Company supplement; Mr. Parry, against the Bloomfield Agricultural and Park Association; Mr. Vorhis, against setting off part of Alexandria, Hunterdon; Mr. Kille, a remonstrance against voting by ballot in Upper township, Cape May; Mr. Edmunds, one in favor of voting by ballot in Upper township, Cape May.

Reports of committees—Mr. McDonald, (education) reported a bill to supply the schools in the state with Lippincott's Gazetteer, with explanatory remarks.

Mr. Gaunt reported a number of engrossed bills.

Mr. Dutcher, from the judiciary committee, reported nine bills.

Mr. Ward, from the committee to whom was referred the Governor's Message, respecting shore lines and harbor encroachments, reported that the documents accompanying the message ought not to be printed. Report accepted.

Bills introduced—Mr. Dutcher, respecting property of married women; Mr. Parry, relative to bridge across Mullicus river; to incorporate the Columbus and Burlington Turnpike Company; Mr. Dutcher, supplement to act respecting commissioners of deeds: Mr. Brown, respecting coroners in Ocean.

Mr. W. Smith offered a resolution to refer that part of the Governor's Message which relates to the geological survey, to a special committee. Adopted and referred to Messrs W. Smith, Jones and Doremus.

Bills introduced—Mr. Gould, respecting the Asylum; Mr. Obdyke, relative to fish in Swartwout Pond; Mr. Plummer, relative to oaths and affidavits.

Mr. Parry offered a resolution requesting the State Treasurer to furnish a tabular statement of the expenses of the state since 1845. Adopted.

Mr. Plummer offered a resolution to furnish to each member 100 letter and 100 blue stamps. Adopted, 16 to 12.

Bills passed—Supplement respecting schools in Paterson, 45 to 0; supplement respecting clams and oysters, 40 to 2; to authorize the city of Elizabeth to borrow $10,000 for public schools; supplement to act regulating pilots, 35 to 14; respecting the orphans court and the power and authority of surrogates; Columbus and Kinkora Turnpike Company, 39 to 0; to incorporate the Long Dock Company, 44 to 0.

Mr. Dutcher, from the judiciary committee, reported the bill concerning the usury laws, with a recommendation that they be indefinitely postponed; a minority and a majority report allowing seven per cent. interest in Bergen was presented; the report concerning the usury laws was adopted and the other reports were laid on the table.

Lost—For the protection of deer and other game, 26 to 21.

A message was received from the Governor announcing that he had signed the New York and Erie supplement; supplement to Newark Fire Department; supplement to associations for building lyceums, public buildings, &c.; to enclose Tom's Point, in Morris county. Adjourned.

AFTERNOON SESSION.

Ordered third reading—To change the name of Benjamin Swain to Benjamin Whiting; to incorporate the Millville Bank; to incorporate the Elizabeth Hotel Company; supplement respecting marriages; joint resolution for the prevention of the sale of adulterated guano; to authorize

Upper township in Cape May, and Egg Harbor in Atlantic, to vote by ballot; to incorporate Cumberland County Agricultural and Horticultural Society.

Mr. Dutcher, from judiciary, reported the bill concerning marriages.

Mr. Demott introduced a bill to set off a certain burying ground in Hudson. Adjourned.

MONDAY, Feb. 25.

SENATE.

3 o'clock, P. M.—But four senators answered to their names at roll call, thereupon, on motion of Mr. Rafferty, the Senate adjourned.

HOUSE OF ASSEMBLY.

3 o'clock, P. M.—Twenty-two members answered to their names at roll call. Adjourned.

TUESDAY, February 26.

SENATE.

Petitions, &c.—By Mr. Riggs, from citizens of Paterson, relative to taxes; by Mr. Smith, from democratic voters of Salem, for a law against bribery at elections; by Mr. Martin and others, for the Central Railroad extension; by Messrs. Rafferty and Rea, for the Newark and Hudson Railroad.

Bills noticed.—By Mr. Franklin, to regulate elections in Franklin township, Gloucester county.

Bills introduced.—By Mr. Depue, to incorporate an independent battalion in Bergen county; by Mr. Roberts, to incorporate Camden Brick Company; by Mr. Howell, supplement to act authorizing Jeremiah Stull to construct a dam across Egg Harbor river, at May's Landing; by Mr. Smith, to incorporate the Salem and Camden Railroad; to incorporate the Salem Steamboat Company; by Mr. Price, relative to highways in Newton, Sussex county; by Mr. Speer, supplement to act for ascertaining times and places of holding certain courts; by Mr. Riggs, relative to usury.

Reports of committees.—By Mr. Riggs, (education) to authorize school district No. 7, of Pequannock, Morris county, to raise money for school purposes.

The same committee to whom was referred the bill for the purchase of Mitchell's map, reported the same, with a resolution that it be not passed. Adopted.

By Mr. Speer (judiciary), to authorize trustees of Blackwoodtown first Presbyterian church, to sell certain lands; authorizing the erection of an election district in Bergen township, Hudson county; to repeal act requiring the inhabitants of Maurice river, in Cumberland, to vote by ballot; to alter the line between Mercer and Monmouth counties; relative to the election of road overseers in Blairstown, Warren county; supplement to act to regulate proceedings and trials in criminal cases.

By Mr. Rafferty (corporations), to renew charter of Mount Holly and Camden Railroad; supplement to New Brunswick Savings Institution.

By Mr. Rafferty (militia), authorizing the appointment of commissioners to codify the militia laws.

By Mr. Robertson (agriculture), the bill for the promotion of the State Agricultural interest, with an amendment authorizing an appropriation of one thousand dollars to the State Society.

Mr. Riggs, from the joint committee on the public Library, reported a joint resolution extending to the clergy of Trenton the same privileges in the library as are now enjoyed by the legal profession. The committee also presented a report, concurring in the necessity of an additional room in the library, but declining to suggest any alterations or improvements at this time, in view of the condition of the treasury.

Passed.—To incorporate Mutual Fire Assurance Association of New Jersey (with House amendments); to incorporate Bordentown and Crosswicks Turnpike (with House amendments); supplement to act concerning taxes; supplement to Medford and Tuckerton Turnpike; authorizing repairs at the State Arsenal; supplement to the militia system.

The bill authorizing the alteration of certain arms in the State Arsenal, being taken up, was opposed by Messrs. Allen and Franklin, on the ground that the state treasury was not in a condition to warrant the proposed expenditure at this time. The bill was then, on motion of Mr. Rafferty, postponed for the present.

Ordered third reading.—Supplement to act to regulate elections; to incorporate the Hackensack and Harrington Plank Road; to confirm certain acknowledgments of deeds taken by Augustus L. Martin; providing for the punishment of offences committed on the river Delaware; supplement to Peapack and Plainfield Railroad; supplement to act authorizing school district No. 7, of Pequannock township, Morris county, to raise money for school purposes; to incorporate the City Blues of Paterson; supplement to Mount Holly and Jobstown Turnpike Company; to extend the charter of the Newark India Rubber Company.

Mr. Rea moved that the vote by which the bill to regulate the price of public printing was lost on Friday, be reconsidered. Agreed to.

Mr. Smith gave notice of a bill for the collection of demands against vessels and steamboats. Adjourned.

AFTERNOON SESSION.

Petitions, &c.—By Mr. Howell from citizens of Cumberland for the protection of clams and oysters; by Mr. Robertson, from citizens of Newark, for Newark and Hudson Railroad; by Mr. Martin, two similar petitions; by Mr. Riggs, for alteration of the tax law, from citizens of Paterson.

Reports of committees—By Mr. Rea (municipal corporations) to annex part of Nottingham township to Trenton; relative to highways in Newton, Sussex county; supplement to Paterson.

Bills introduced—By Mr. Smith, for collection of demands against vessels, ships, and steamboats; by Mr. Laird, making appropriations for the State Penitentiary—referred to a special committee of Messrs. Laird, Franklin and Riggs.

Passed—To prevent the running at large of cattle, swine, &c., in Freehold township; to incorporate the Farmers and Citizens' Ferry Company; authorizing the alteration of certain arms at the State Arsenal; Mr. Allen opposed this bill at some length, as it involved an unlimited expenditure, and must involve the state still more in debt than it is already.

Ordered to third reading—To renew the charter of the Camden and Mount Holly Railroad; to amend the act incorporating the Jersey Little Falls Manufacturing Company; to authorize the village of Hackensack to improve their sidewalks; to incorporate the Longacoming and Chews' Landing Turnpike; supplement to the city of Paterson; authorizing Trustees of First Presbyterian church at Blackwoodtown, to sell a certain tract of land; supplement to act for relief of persons imprisoned on civil process—(this bill was subsequently reconsidered, and ordered to stand on its second reading); the committee on corporations reported several bills.

GOVERNOR'S VETO.

A message was received from the Governor, returning with his objections the supplement to the act concerning Roads, which was read, as follows:

STATE OF NEW JERSEY,
Executive Department,
TRENTON, Feb. 26, 1856.

I herewith return the act entitled, A further supplement to an act entitled, an act concerning roads, approved April 16th, 1846, which originated in the senate, with objections.

The bill is an important one. There are in every part of the state, old roads which may not be usually traveled and yet required by the people of the vicinity. If they are not required for public use, the statute laws of the state provide the mode for vacating them and the proceedings contemplate public notice shall be given, and all parties interested fully heard. It is also comprehensive and retrospective in its action.

It is impossible to know the number of cases it affects or the interests it may prejudice by it. There is no provision for ascertaining the fact whether the road or part of road has been used or not within twenty years, nor is there any mode of vacating, but a mere declaration in the act, without any legal mode of effecting which might lead to expensive litigation. I am compelled in view of these objections to withhold my approval to the bill.

RODMAN M. PRICE.

Bills introduced—By Mr. Bramhall, to authorize city of Hoboken to sell a certain burying-ground; to erect an election district in Newton township, Camden county; supplement to Hudson and Bergen Plank Road. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorn.

Petitions, &c.—Mr. Demott, for the repeal of the charter of Hudson city. Mr. Kille, the abstract of rateables of Salem. Mr. Pennington, from John Morse, asking for the repeal of the act allowing persons to carry slaves through the State of New Jersey. Mr. Vorhis, in favor of annexing part of Alexandria, in Hunterdon county, to Bethlehem. Mr. Collom, asking that turnpike companies may be prevented from receiving tolls on the Sabbath—signed by 200 persons. Mr. Willever, against setting off a part of Alexandria, in Hunterdon. Mr. Sergeant, asking for the repeal of act establishing the Normal School, and to give the appropriation therefor to common schools; also one of the same import, by Mr. Vorhis; Mr. Willever, in favor of annexing a part of Alexandria to Bethlehem, Hunterdon county. Mr. Cook, in favor of

extending Millstone and New Brunswick Railroad. Mr. Hoagland, same subject.

The speaker laid before the House a communication from Wm. A. Benjamin, representing that a box of ten cent stamps had been circulated by mistake. Referred to committee on incidental expenses.

Mr. Parry, two remonstrances against Bloomfield Park and Agricultural Association.

Mr. Demott, in favor of supplement to Weehawken and Ramapo Plank Road.

Reports of committees—Mr. Gaunt reported fifteen bills correctly engrossed; Mr. Demott, several bills presented to the Governor for his signature, Mr. Dutcher reported the recommitted bill respecting the reduction of chosen freeholders in the several counties; supplement to act to protect creditors against absent and absconding debtors.

Bills noticed—Mr. Collom, to regulate streets in Mount Holly; Mr. Osborne, to repeal the act establishing a normal school; Mr. Buckley, to authorize the freeholders of Passaic to issue bonds in satisfaction of debts and obligations heretofore issued and contracted; Mr. W. Smith, to incorporate Newton Hotel Company and Newton Water Company; Mr. Albertson, to prevent swine from running at large in Paulsborough.

Bills introduced—By Mr. Bartlett, a further supplement to Delaware Bay Railroad; Mr. Dutcher, a further supplement to city of Trenton; further supplement to act simplifying the pleadings in courts of law.

Mr. Dutcher introduced a resolution requesting the committee on agriculture to inquire into the propriety of purchasing for the farmers in this state, a pamphlet on the subject of agriculture, written by Dr. Lewis A. Hall, entitled the Farmers Railroad.

Mr. Jenkins moved an amendment "providing the pamphlet be furnished at their [the farmers] own expense."

Mr. Dutcher said the resolution was only one of inquiry.

The amendment was lost and the resolution was adopted.

Bills on final passage—The joint resolutions respecting the adulteration of guano passed, 43 to 3.

To authorize voting by ballot at town meetings in Upper township in Cape May, and Egg Harbor in Atlantic, was passed, 40 to 0.

To incorporate the Cumberland County Agricultural and Horticultural Society passed, 45 to 0.

The amendments made in the Senate to the bill to charter Warren Foundery Company passed, 41 to 1, (Mr. Parry.)

The amendments made in the Senate to the joint resolutions in commendation of Commodore E. K. Kane passed, 48 to 0.

The amendments to the Bordentown and Crosswicks Turnpike Company passed, 41 to 0.

The amendments to the Empire Manufacturing Company, 45 to 1, (Mr. Robins.)

The amendments to the Howard Express Company, 39 to 0.

The amendments made to the supplement respecting marriages, 43 to 0.

The bill to set off a part of Manchester in Passaic, to Saddle river in Bergen, was taken up, opposed by Mr. Buckley, and lost, 1 to 42.

The supplement to the New Brunswick Gas Light Company, passed 49 to 0.

To change the name of Benjamin Swain to Benjamin Whiting, 47 to 1, (Mr. Muchmore.)

The supplement to Hoboken Fire Department, 40 to 1, (Mr. Muchmore.)

To incorporate the Elizabeth Hotel Company—explained by Mr. Elmer and lost, 29 to 22—requiring 31 votes.

MILLSTONE AND NEW BRUNSWICK RAILROAD.

The supplement to Millstone and New Brunswick Railroad Company was taken up. Mr. Hoagland spoke in favor of the bill. The country through which it passes is an agricultural district—and he believed there was no remonstrance; it is about ten miles in length, and will greatly accommodate the people.

Mr. Collom wanted to know whether it was not intended to connect with a road leading across the Delaware, and whether it was not likely to interfere with the income of the state by way of transit duty.

Mr. Hoagland said it did not come within 12 miles of the Delaware.

Mr. Barrett inquired whether it did not connect with Flemington.

Mr. Hoagland said it did so, but that did not accommodate the people.

Mr. Robins said it was intended to form a connection across the state—and was rather indefinite—it might begin and end where it pleased—and as the air line bill was defeated on that ground, he thought this bill ought not to find any favor.

Mr. McDonald thought the fears entertained in regard to this road were groundless; it was merely a lateral road ending in the county of Mercer.

Mr. Cook represented the immense advantages of this road to peach growers in Mercer county. It was not intended to interfere with the rights of any other company.

Mr. Collom wanted the bill definitely to determine the destination of the road. At present we are in the dark, and might, if we go on by future legislation, in this way, be led into difficulties.

Mr. Jenkins called for the reading of the petitions in favor of this road. This House was composed of the people's representatives—and they ought to be heard.

Mr. Barrett said this extension seemed to point to the North Pennsylvania road, which has a charter to come to the Delaware. It looks as if a connection was intended with this road, and undefined as it is, we might find ourselves sold to New Yorkers before we know it.

Mr. Hoagland replied that the road must end somewhere in Somerset county, and there must be another act passed to carry it to the Delaware.

Mr. Rittenhouse wanted to know whether the people wanted a road in every township in the county—they already had several roads.

Mr. Schomp thought the gentleman was mistaken. This road was very much wanted, and was simply intended to accommodate the farmers in the counties of Somerset and Mercer.

After some further remarks by Mr. Jenkins, the bill was lost as follows:

Ayes—Baldwin, Beers, Cook, R. S. Demarest, Demott, Dutcher, Hoagland, Hopping, Howell, Keen, McDonald, Muchmore, Parry, Perry, Pennington, Plummer, Schomp, Ward, Wooley—19.

Nays—Barrett, Bartlett, Barriclo, Beatty, Buckley, Carr, Collom, T. W. Demarest, (speaker) Edmunds, Frambes, Gaunt, Gould, Harker, Herbert, Jenkins, Kille, Lafetra, Obdyke, Osborne, Rittenhouse, Robins, Sergeant, E. C. Smith, Schoonmaker, Vorhis, Winans, Willever, White—28.

Adjourned.

AFTERNOON SESSION.

The following bills were introduced, the rules first being suspended,

By Mr. McDonald, supplement to act relative to pardons; supplement to act altering the time for holding the election of trustees of the Presbyterian church of Orange.

Mr. Dutcher, a further supplement to an act to incorporate the city of Trenton.

Bills on final passage—To charter the Elizabeth Cordage Manufacturing Company was taken up, explained by Mr. Elmer and passed, 42 to 4.

The bill to charter the Elizabeth Hotel Company was, on motion of Mr. Lafetra, reconsidered and passed, 39 to 9.

Ordered third reading—The bill relative to the working of roads in the township of Manalapan and Ocean in Monmouth; Jersey City and Commercial Improvement Company. Mr. Bartlett moved to postpone the bill to the next session. Favored by Mr. Collom. Opposed by Mr. Ward. Lost.

THE MAINE LAW.

The bill for suppressing intemperance, (Maine Law.) Mr. Pennington moved to strike out "lager beer." Lost, 19 to 32. Mr. Muchmore moved an amendment to submit the law to a vote of the people, and for that purpose moved to postpone it until to-morrow. Mr. Jenkins moved to postpone indefinitely. He said the people had expressed themselves on this subject by not electing representatives in favor of regulating the habits of the people. The motion was lost, 25 to 28.—The bill was then postponed until to-morrow.

The supplement to the small cause act; the bill respecting public schools of Trenton; the Exchange Bank of Newark; concerning firemen of Belville; Princeton Fire Mutual Insurance Company; to incorporate the Union Omnibus Company of Jersey City; supplement to the act defining the duties and fixing the salary of the Attorney General, cutting down his salary to $1000; for relief of Presbyterian Church at Long Branch, Monmouth; to vote by ballot in Woolwich and Greenwich, in Gloucester; supplement to Historical Society; Trenton and Allentown Turnpike Co., were severally ordered a third reading.

Mr. Gould introduced a supplement to the Asylum.

The act respecting conveyances was considered and recommitted. Adjourned.

WEDNESDAY, Feb. 27.

SENATE.

Petitions, &c.—From voters of Salem, for a law against bribery at elections; the resolutions of a meeting of citizens of Newark, for the Newark and Hudson Railroad; several petitions for said road; for the Ber-

gen Plank Road; for the Central Railroad extension, from Essex, Warren, Somerset, and Hunterdon counties.

Bills introduced.—By Mr. Bramhall, supplement to Jersey City Water Works; supplement to usury laws; by Mr. Franklin, to regulate elections in Franklin township, Gloucester county.

Reports.—By Mr. Rafferty, (corporations) relative to America Bank; to incorporate the City Bank of Hoboken—recommending that the same lie on the table.

By Mr. Speer, (judiciary) to erect an election district in Newton, Camden county; supplement to insurance companies; to exempt from taxation, lands used as public roads; supplement to act for ascertaining the time and place of holding certain courts; authorizing the planting of oysters in lands covered with water in Maurice River Cove; supplement to act for protection of clams and oysters; supplement to pilot laws; authorizing school district, No. 1, of Belvidere to sell lot; supplement to Rahway mill dams; to change name of Benjamin Swain to Benjamin Whiting; the same committee reported adversely to the bill repealing an act concerning roads, recommending that the bill be dismissed, which was agreed to.

Mr. Martin, from the joint committee on roads, reported a document prepared by Captain Veile, of the Geological Survey, relative to the working of roads, recommending that 1000 copies be printed. Agreed to.

Mr. Speer moved to go into executive session.

Mr. Allen called the ayes and noes.

The motion was agreed to, 11 to 8, and the Senate went into executive session.

BANKING.

The doors being opened, Mr. Allen called up the report of the committee on corporations on the bill to incorporate the Mazzini bank, at Beverly.

The Committee on Corporations, to whom was referred the bill incorporating the Mazzini Bank at Beverly, beg leave to report—

That, in examining the bill, they are met at the outset by two questions: First, Is there such a scarcity of money for use, as a medium of exchange, as to justify an increase of the paper currency of the state? In order to determine this question, they have examined the reports made by the bank commissioners, beginning with the year 1849, and they find that, on the 17th January of that year, the aggregate capital of the banks in this state was—

	Capital.	Circulation.	Specie.
In 1849,	$3,600,700	$2,420,714	$616,662 29
In 1850,	2,596,720	2,548,352 99	630,734 46
In 1851,	3,754,900	2,584,352 99	622,885 49
In 1852,*	3,800,667 50	3,081,897 68	742,722 20
In 1853,	3,917,410	3,893,349	629,203 62
In 1854,	4,080,815	5,049,880	737,531 67
In 1855,	3,945,950	3,793,836	738,595 60

The returns for 1856 have not been obtained. But one million seven hundred thousand dollars was added to the banking capital last winter, which added to the capital of 1855, makes $5,645,951. This statement shows that whilst the capital, circulation, and specie of the banks were very uniform for the years 1849, '50, and '51, the circulation increased rapidly under the influences of the general banking law. In 1852, it had increased about 20 per cent.; in 1854, about 100 per cent. In 1855, many of the banks closed up their business, and the circulation fell off to near the amount of 1853. As before remarked, the returns for 1856 have not been obtained; but if the banks authorized last session have been organized, and have succeeded in getting a circulation proportionate to their capital, it has added 25 per cent. more to the paper currency of the state. Whilst this large increase has taken place in the circulation, the specie in the banks, in 1849, was reported to be $616,662.29, in 1855, $738,595.60, and at no period has it exceeded $743,000.

The large increase of the precious metals in the country within the last six years will probably prevent so serious a revulsion in the future, as has happened in the past, from an over issue of paper currency; yet it is believed that the importance of money as a standard of value is seriously affected by the fluctuations incident to a currency mainly of paper, as well as serious embarrassments and injury occasioned to the trading and manufacturing interests of the state. The secretary of the treasury states, in his last report, "that the bank note circulation of the Union has swollen from 131 millions, in 1850, to 204 millions in 1854."—The effect of such an issue of paper by state authority is to nullify, in a measure, the constitutional power of the general government to establish a uniform standard of value.—But its worst effect is shown in crippling and destroying our manufacturers, who cannot (except under peculiarly favorable circumstances) successfully compete with hard money countries, where both labor and material are necessarily much cheaper, whilst our exports are diminished by the same causes that augment our imports.

The second question which your committee deem proper to examine is whether, if more paper currency is needed, the method proposed by this bill be the proper one for creating it? To this we reply, that must be strong necessity to justify the legislature in giving to a few individuals privileges not enjoyed by their fellow citizens. That necessity we conceive does not exist. But if the legislature authorizes the issue of paper as a circulating medium, it is bound, in justice to the people, to secure them against loss. Ample experience proves that special charters have hitherto failed to secure this desirable end. Your committee therefore, believing that the paper currency is now sufficiently large, and believing further that no more should be authorized, unless better secured than is contemplated by the provisions of this bill, respectfully ask to be discharged from its further consideration.

JOHN C. RAFFERTY,
JETUR R. RIGGS.

Mr. Allen spoke at length in examination of the propositions of this report. He denied the accuracy of most of its arguments. It states, among other things, that the banking capital of the state was last year increased $1,000,000. This is untrue. The actual increase of capital was $800,000.—But five new banks were chartered by the last legislature—all other applications were merely for renewals. The report says that special charters do not furnish the security afforded by the general law. This is also incorrect. Special banks are required to give ample security. The institutions chartered last year, are controlled by the best men in the state, and the officers are directly responsible to the public. Mr. Allen showed at some length the insecurity of the general law.

He said the bank at Beverly, now under consideration, was demanded by men of all parties, who consider the general law incompetent and unsafe. Beverly, the proposed location, is a rising town, having among its citizens a large number of manufacturers, who need greater banking facilities than are now enjoyed.

Mr. Riggs replied to Mr. Allen at some length, insisting upon the accurracy of the arguments of the report.

After some further debate, the question was taken on the acceptance of the report, and it was rejected, 11 to 8.

The recommendation of the committee in reference to the America Bank and the City Bank at Hoboken, was also agreed to.

Lost.—Supplement to election laws.

Passed.—To repeal the act authorizing a bridge over Mullicus river; to regulate the prices of public printing; to incorporate the Hackensack and Bergen plank road; authorizing the people of Hackensack to improve their sidewalks; supplement to the Jersey Little Falls Manufacturing Company; to confirm certain acknowledgments of deeds taken by A. L. Martin; for the punishment of offences committed on the river Delaware; supplement to the Peapack and Plainfield railroad; authorizing first Presbyterian church of Blackwoodtown, to sell a tract of land; to extend the charter of the Newark India Rubber Company.

The corporation committee reported the bill to incorporate the Mazzini bank at Beverly. Adjourned.

AFTERNOON SESSION.

Lost.—To repeal a supplement to the militia system—8 to 3.

Passed.—Supplement to act authorizing school district No. 7, in Pequannock, Morris county, to sell lot; to incorporate the Longacoming and Chews' Landing turnpike; supplement to Mount Holly and Jobstown turnpike; supplement to city of Paterson.

Bills introduced.—By Mr. Allen, supplement to Camden, Ellisburg, and Marlton turnpike; by Mr. Rafferty, supplement to act to punish frauds committed on banks in this state.

VETO MESSAGE—ROADS.

The veto message relative to the supplement to the road laws, was taken up and read. Some debate then ensued, Mr. Allen opposing, and Messrs. Speer and Riggs supporting the veto. The vote being taken on the question whether the bill should again pass, it was lost, 4 to 13.

Ordered third reading.—Supplement to Essex and Warren railroad; supplement to act regulating proceedings and trials in criminal cases; supplement to Jersey Shore Improvement Company; supplement to act relative to commissioners of deeds; to incorporate the Salem and Camden Railroad; to incorporate the Salem Steamboat Company; joint resolution granting to the clergymen of Trenton, the use of the state library; authorizing school district No. 1 of Belvidere, to sell lot; to better regulate and discipline the Hudson Brigade.

*This increase is to be ascribed to the free banks created this year.

The supplement to the New Brunswick Savings' Institution, authorizing 7 per cent. on loans. Mr. Allen moved to amend by inserting 6, in place of 7 per cent. Lost. He then moved to amend that all similar institutions in the state may charge 7 per cent. Lost. The question being taken upon agreeing to the section, it was not agreed to—

Ayes—Alexander, Bramhall, Depue, Robertson, Rea, Riggs, Rafferty, Somers, Speer—9.

Nays.—Allen, Cowperthwaite, Depue, Franklin, Laird, Martin, Price, Roberts, Smith—9.

The bill was then postponed for the present. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorne.

Petitions, &c.—Mr. Parry, two petitions in favor of a bridge over Mullicus River; also two remonstrances against Bloomfield Park and Agricultural Association. Mr. Wooley, in favor of Trenton and Allentown Turnpike Company. Mr. Collom, to prevent the receiving of tolls by turnpike companies on Sunday; also, one in favor of the Bloomfield Park and Agricultural Association. Mr. Jones, asking for legislative aid in defining the county line between Burlington and Ocean. Mr. Osborne, in favor of Phillipsburg Bank. Mr. Albertson, in favor of Bloomfield Park and Agricultural Association; also, a remonstrance. Mr. Perry, in favor of a new township in Essex. Mr. Demarest, remonstrance against repeal of charter of city of Hudson; also, one for the repeal.

The Speaker announced Messrs. Jones, Rittenhouse, and Budd, the special committee on defining line between Burlington and Ocean.

Reports of committees.—Mr. Dutcher (judiciary), supplement to justice of the peace act; the recommitted supplement respecting commissioners of deeds.

Mr. Pennington (municipal), supplement to city of Trenton.

Mr. Beatty (corporations), Union Works, of Willingborough; relief of Somerville Water Power Company, and Hudson county Manufacturing Company; Mount Holly and Ayrestown Turnpike Company; Cape Island Turnpike Company; Rifton Manufacturing Company, with an amendment; Burlington and Columbus Turnpike Company.

Mr. Collom (special), to suppress tippling houses.

Mr. Baldwin (special), supplement concerning roads.

Bills introduced.—Mr. Parry, Red Bank and Woodbury Turnpike Company. Mr. Schoonmaker, to authorize freeholders of Passaic to issue bonds. Mr. Perry, to create township of Elizabethport in Essex. Mr. Osborne, to repeal the act creating normal school. Mr. Obdyke, to incorporate the Newton Hotel Company; also, to protect fish in Swartwout and Little Pond.

Bills on final passage.—To incorporate the Union Omnibus Company was taken up. Mr. Ward moved to postpone until to-morrow to enable certain parties to be heard. Lost—and the bill passed, 42 to 6.

BLOOMFIELD PARK AND AGRICULTURAL ASSOCIATION.

The bill to incorporate the Bloomfield Park and Agricultural Association, as amended in the Senate, was taken up. Mr. Harker moved to postpone until to-morrow, to enable further remonstrances to be presented. Lost. The bill was then taken up.

Mr. Harker presented resolutions, adopted by the Camden and Gloucester County Agricultural Society, against the bill; also a remonstrance against the same, from farmers and others in the vicinity.

Mr. Barrett called for the reading of a remonstrance against the same, presented in the Senate, representing the object to be horse racing. Mr. B. also called for the reading of a petition in favor of the same. Mr. Barrett then spoke against the bill, and said it was quite clear that the object was to establish a race-course, and spoke of the annoyances and immoralities of such an enterprise. He spoke of the demoralizing practices at the State Agricultural Fair at Camden, from the racing and drinking.

Mr. Jenkins spoke in defence of the State Fair at Camden.

Mr. Harker, explained his previous course on the bill, and said he had voted for it because there were no remonstrances against it; but now a large number of property holders had remonstrated against it; and proceeded to speak generally against the bill. He had attended a nominating convention in the county, and found men of all parties against it.

Mr. Collom took a different view of the question. He thought it impossible for the legislature to control the peculiar notions of men. He thought if the provisions of the bill were carried out, there would be no danger to morals or to the peace of the community. He proceeded at considerable length to discuss general principles, and took the ground that by giving this charter, the men who were fond of the objects, were placed under the control of the law—the practices growing out of the trying of stock, would by this bill be placed under check, while without it they would be likely to go on uncontrolled. If they violated the law, hold them responsible and repeal their act.

The remarks of Mr. C. were quite eloquent, varied with occasional amusing illustrations.

Mr. Barrett replied at some length against the principle of legislating in favor of doubtful and immoral enterprises.

Mr. Collom rejoined—he still conscientiously believed that this bill would restrain the evils contemplated.

Mr. Harker replied that it was impossible to keep the evils growing out of enterprises like this in an enclosure—they would spread.

Mr. Collom said that Camden had municipal laws by which they could restrain any evil. They had the power to restrain the speed of the iron horse, as the trains pass through their streets, and he thought they might easily control quarter horses.

Mr. Albertson opposed the bill and said it was deceptive. It was opposed by the Agricultural Society of Gloucester and Camden, and by hundreds of others in Salem and other counties.

Mr. Kille spoke in favor of the bill.

Mr. Jenkins spoke in defence of the characters of the petitioners, and said he would vote for the bill unless they were men of bad character. He also defended the state Agricultural Society from the charges of immorality made against it. He thought the majesty of the law would be able to control all the bad influences which it is imagined will grow out of the proposed enterprise.

Mr. Albertson said that some of the original signers for this bill had since remonstrated against it. He read the opinion of Robert K. Matlock, Esq., that no bill could have been better prepared to build up a race course.

Mr. Barrett replied to Mr. Jenkins in regard to the charges of immorality against the state fair at Camden, he (Mr. B.) had made.

After some further remarks by Mr. Collom, who still contended that by this bill the evils would be restricted, although not entirely removed, and Mr. Harker, who denied casting any imputation on the character of the petitioners, the bill was lost as follows:

Ayes—Barriclo, Beers, Carr, Collom, Doremus, Frambes, Gaunt, Herbert, Hutchinson, Jenkins, Kille, Lafetra, Obdyke, Pennington, Plummer, Rittenhouse, Sergeant, W. Smith, Tomlin—19.

Nays—Albertson, Baldwin, Barrett, Beatty, Brown, Budd, Cook, R. S. Demarest, T. W. Demarest, (Speaker) Dutcher, Edmunds, Elmer, Gould, Harker, Hoagland, Howell, Jones, Keen, McDonald, Muchmore, Osborne, Parry, Perry, Schoonmaker, Wells, Winans, Ward, Wooley, White—29.

The bill relative to working roads in Manalapan and Ocean in Monmouth, was passed, 44 to 0.

The supplement to the act respecting courts for the trial of small causes, passed, 42 to 0.

ATTORNEY GENERAL.

The supplement defining the duties and fixing the salary of the attorney general was taken up.

Mr. Kille spoke at length in favor of the bill. He said the office had been sought after by the best legal minds in the state at a salary of $80. The salary at present was too high. The objects of the law to which this is a supplement are not carried out. The bill never contemplated that the attorney general should prosecute in other counties—still he does so and his income is now about seventeen hundred dollars. It was a democratic doctrine to advocate economy, but he regretted to say it was not strictly carried out when they get into power. Besides it was intended that the attorney general should reside in the city of Trenton, and he does not. He thought $1000 was enough. He had no feeling on the subject, but thought it was quite as much as the services required were worth.

Mr. McDonald read the act showing that for the duties required by that act the compensation was not too great. It was the duty of the attorney general to reside in Trenton during the session of the legislature, give opinions on all subjects in regard to the school fund and to the board of freeholders in the several counties. He could prosecute in no county where there is a prosecutor, except by the written request of the prosecutor. He contended the state did not lose anything by his visiting the several counties—the fees were divided between the prosecutor and the attorney

general. He had read other acts showing that the attorney general had other duties to perform by statute, all requiring time and expenditure of money.

The question was taken and the bill was lost as follows:

Ayes—Bartlett, Beatty, Collom, Gaunt, Jenkins, Kille, Osborne, Parry, Pennington, Rittenhouse, Sergeant, Tomlin—12.

Nays—Baldwin, Barrett, Barriclo, Beers, Brown, Budd, Cook, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Edmunds, Elmer, Frambes, Harker, Herbert, Hoagland, Howell, Hutchinson, Jones, Keen, McDonald, Muchmore, Perry, Plummer, Schomp, W. Smith, Schoonmaker, Winans, Ward, Wooley, White—32. Adjourned.

AFTERNOON SESSION.

The Speaker laid before the House the annual statement of the State Treasurer, showing the condition of the banks under the general law. Five hundred copies were ordered to be printed for the use of the House.

Bills on final passage—The bill relative to firemen in Belville, Essex, exempting them from jury duty, &c., was lost, 30 to 0—lacking one vote.

For the relief of the Presbyterian Church at Long Branch, Monmouth county, was called up. Mr. Lafetra moved to postpone until to-morrow. Agreed to.

The bill concerning firemen in Belville, Essex, was reconsidered and passed, 43 to 1—(Mr. Muchmore.)

The supplement to New Jersey Historical Society, exempting them from tax, was taken up, and being advocated by Mr. McDonald, was passed, 46 to 0.

The bill to establish the Columbia Ferry, in Warren, was reconsidered, and the bill was taken up. Messrs. Beatty, Muchmore, Barrett and Jenkins advocated the bill and Mr. Collom opposed it. It was passed, 37 to 10.

The bill for the preservation of deer and other game was reconsidered and taken up. Mr. Muchmore advocated the bill. Messrs. Kille, Pennington, Hutchinson and Jenkins opposed the bill and gave an interesting account of the peculiarities of woodcock.

Mr. Jenkins stated the revenue to the state from this source was about $40,000 per annum.

Mr. Collom advocated the bill on the ground that birds would be much more valuable by letting them have time to grow.—The bill was lost, 30 to 18—requiring 31 votes.

PROHIBITORY LAW.

Bills on 2d reading—The prohibitory law was taken up. Mr. Muchmore moved to amend by adding a new section requiring the bill to be submitted to a special election on the 16th day of October, before it shall go into effect. If the law is approved by the people, then it shall go into effect on the 1st of January next. Lost—10 votes in the affirmative.

Mr. Parry moved to strike out the words that they "have reasons to believe or do believe that such liquors are sold," &c.—Lost.

Mr. McDonald moved an amendment requiring the persons making affidavits to set forth the reasons for their belief that liquors are sold, &c., before a search is authorized. Agreed to, 28 to 18. On the question shall this bill be engrossed for a third reading, it was lost as follows—requiring a majority of votes:

Yeas—Albertson, Baldwin, Barrett, Bartlett, Brown, Collom, Cook, T. W. Demarest, (Speaker) Dutcher, Edmunds, Elmer, Frambes, Gould, Harker, Hoagland, Howell, Hutchinson, Keen, McDonald, Parry, Perry, Schoonmaker, Wells, Ward—24.

Nays—Beatty, Beers, Budd, Carr, R. S. Demarest, Doremus, Demott, Gaunt, Jenkins, Jones, Kille, Lafetra, Muchmore, Obdyke, Osborne, Pennington, Plummer, Schomp, Sergeant, W. Smith, Frambes, Winans, Willever, White—24.

The bill to enable owners of land on the Assanpink to clear out the creek was ordered a third reading.

The bill to build a bridge over Cooper's creek was taken up. Mr. Barrett offered an amendment requiring a draw of 40 feet and the employment of a person by the county to open the same. Agreed to. The bill was then ordered a third reading.

The bill to incorporate the Clover Hill Public Hall Association; further supplement relative to Insurance Companies; to vote by ballot in the township of Salem, in the county of Salem; to enable citizens of Upper Alloways creek n Salem to elect their overseers by districts, were severally ordered a third reading.

PUBLIC SCHOOLS.

The supplement to act respecting public schools was taken up. Mr. Muchmore moved an amendment reducing the salary of the superintendent of common schools, from $1200 to $600. Mr. McDonald opposed the amendment, and went into a statement of the duties of the officer, in order to show that the present salary of $500 was too small. Mr. Collom also opposed the amendment, the salary was still left to the trustees of public schools, it was only limited to an amount beyond which they could not go.—The board could regulate the amount to suit themselves. Mr. Ward opposed the amendment. The amendment was lost. Mr. Pennington moved to amend by limiting the term of service to one year instead of three. Mr. Muchmore opposed this amendment on the ground that it would subject the office to the caprice of parties. Mr. McDonald opposed the motion. It was lost. Mr. R. S. Demarest offered an additional section providing for the settlement of difficulties in making school districts, by calling in the superintendents of the three adjoining townships.

Mr. Muchmore moved to strike out the second section—requiring superintendents to present plans of buildings, &c. Mr. Budd moved to strike out $1200 as the salary of state superintendent, and insert $800. Mr. Doremus and Mr. Collom opposed the amendment. Mr. Harker advocated it. Mr. Barrett and Mr. McDonald opposed it. Mr. McDonald, in some well-timed remarks, referred to the meanness in attempting to reduce the salaries for competent school officers. The amendment was lost, 19 to 26. Mr. Pennington moved to insert $1000, instead of $1200. Adopted, 26 to 22.

Mr. Harker moved an amendment, which leaves the term of office of the superintendent, as provided for by law. Adopted.—The bill was then ordered to a third reading.

Mr. W. Smith, from the special committee to whom was referred that part of the Governor's message relating to the geographical survey, reported a bill appropriating $25,000.

Recommitted—The supplement to Ramapo and Weehawken Plankroad Company.

Mr. Herbert gave notice of a supplement to the Freehold and Jamesburg Agricultural Railroad.

Mr. Harker offered a resolution requiring the assistant clerk after the first reading of the bill to read the section in a clear and distinct manner. Laid on the table.

THURSDAY, Feb. 28.

SENATE.

Petitions.—Several petitions for the Newark and Hudson Railroad; for the Central Railroad extension; from citizens of Belvidere, against sale of school house No. 1; for the removal of the Rahway mill dams.

Bills introduced.—By Mr. Laird, supplement to act concerning wrecks; by Mr. Rea, supplement to inns and taverns; by Mr. Roberts, relative to the Camden brigade.

Reports of committees.—By Mr. Rafferty, (corporations,) supplement to Sparta Manufacturing company; supplement to Hudson and Bergen plank road; supplement to Camden, Ellesboro, and Marlton turnpike; supplement to Hoboken Fire Department; supplement to New Brunswick Gas Light company—with several other assembly bills.

By Mr. Rafferty, (militia) to incorporate an independent battalion in Bergen county.

By Mr. Rea, (municipal corporations,) supplement to Newark.

By Mr. Speer, (judiciary) to regulate elections in Franklin township, Gloucester county; supplement to Jersey City Water Works; authorizing city of Hoboken to sell burying lot; supplement to marriage act; supplement to orphans' court and power and authority of surrogates; to punish frauds on the banks of this state; also, adversely to the bill for the relief of Jacob P. Stickley, of Morris county—which report was adopted.

Passed.—Supplement to act regulating proceedings and trials in criminal cases; to incorporate the Salem Steamboat company; joint resolution, extending to the clergy of Trenton, the privileges of the State library.

NEWARK AND HUDSON RAILROAD.

The bill to incorporate the Newark and Hudson Railroad being called, Mr. Franklin moved to postpone its consideration for the present. Lost, 8 to 8. The bill was then taken up, and the first six sections agreed to without amendment. Pending the consideration of the seventh, Mr. Franklin offered an amendment, requiring the road to cross the Passaic one thousand feet northerly of the Morris and Essex Railroad bridge, and not to approach within one thousand feet between Newark and Jersey City. The amendment was opposed by Mr. Bramhall, and was lost. The section was then agreed to. The next seven sections were also agreed to without amendment. The tenth was slightly amended by Mr. Bramhall. The remaining sections

were agreed to, and the bill was then ordered to a third reading.

Ordered third reading.—Joint resolutions for the appointment of commissioners to revise and codify the militia laws; repealing the act requiring Millville, Deerfield, and Maurice river townships to vote by ballot; to alter the line between Monmouth and Mercer; for the promotion of the agricultural interest; joint resolution relative to the improvement of the harbor of Absecum and Great Egg Harbor inlets; supplement to act to ascertain the times and places of holding certain courts; making an appropriation to the state prison; to erect an election district in Newton township, Camden county; the supplement to the act for the relief of persons imprisoned on civil process, was taken up, debated at length, amended so as virtually to destroy its vitality, and then ordered to a third reading.

The supplement to the act authorizing the removal of the Rahway mill dams being called, Mr. Bramhall moved that it be postponed to the next session of the Legislature. After some debate, the motion was lost.—The further consideration of the bill was then postponed until to-morrow.

AFTERNOON SESSION.

Ordered third reading.—To change the name of Benjamin Swain, to Benjamin Whiting; supplement to act respecting orphans' court, and power and authority of surrogates; supplement to the city of Newark, creating the 11th ward; to annex part of Nottingham to Trenton, and the remainder to Hamilton township; supplement to Hoboken Fire Department.

On motion of Mr. Laird, the vote by which the Newark and Hudson Railroad was ordered to be engrossed, was reconsidered.

To repeal part of an act relative to Hudson brigade; supplement to charter of New Brunswick Gas Light company; to charter Elizabeth Hotel company; to charter Elizabethport Cordage Manufacturing company; supplement to Jersey City and Bergen Point Railroad; to authorize Lackawana Railroad to hold land in this state; to exempt land used on public roads from taxation; to charter the Camden Bank company.

Mr. Rea, the rules being suspended, introduced an act to repeal a supplement to act for preservation of sheep.

Mr. Speer, (judiciary) reported a supplement to act concerning inns and taverns.

Supplement to act concerning pilots, was read, and ordered to a third reading.

The supplement to act relative to commissioners for taking proof and acknowledgment of deeds was passed—12 to 4.—Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorne.

Petitions, &c.—Mr. Lafetra against fishing with seines in Shrewsbury river. Mr. Collom, in favor of grading streets in Mount Holly. Mr. Willever, against setting off a part of Alexandria, in Hunterdon. Mr. Osborne, one against Normal School. Mr. Barrett for a new ferry, at Cooper street, Camden. R. S. Demarest, in favor of supplement to Weehawken and Ramapo Plank Road co. Mr. Bartlett, against bridge across Mullicus river; Mr. Obdyke, in favor of a law to forbid fishing in Swartwout and Little Pond within certain times—also a remonstrance; Mr. Demott, in favor of a supplement to Weehawken and Ramapo Plank road.

Reports of committees.—Mr. Dutcher (judiciary) supplement to the court of pardons; respecting coroners; to construct a draw or swing bridge over Mullicus river; joint resolutions in favor of breakwater at Cape May; respecting witnesses fees; for supplement to act concerning conveyances.

Mr. Pennington, (municipal) to set off a part of Alexandria, in Hunterdon; to fix the boundary between Monmouth, Mercer, and Middlesex.

Mr. R. S. Demarest, (militia) a bill respecting the state arsenal; supplement to militia law.

NORMAL SCHOOL.

Mr. McDonald, from the committee on education, to whom had been referred the petitions and bill, asking for the repeal of the law creating the State Normal School, reported unanimously adverse to the bill, because the act creating said school, passed in 1854, appropriating $5000 to the object annually for five years, and that sufficient trial had not been made to test its expenditure or efficiency. The report was adopted.

Mr. Gaunt reported a number of engrossed bills correctly engrossed.

Bills introduced.—Mr. Collom, to regulate the streets in Mount Holly; Mr. Herbert, a supplement to Jamesburg Agricultural Railroad. Mr. Harker, a supplement to public schools.

Mr. Lafetra introduced a resolution providing for the reading of all bills by sections on second reading, unless requested otherwise. Adopted.

Mr. Dutcher called up the motion made by him a few days ago, to reconsider the vote by which the Railroad Trust Company bill was lost, and moved it to be adopted.—It was adopted and the bill recommitted.

TAX LAW.

Mr. R. S. Demarest moved a reconsideration of the supplement to the act concerning taxes. Agreed to, and put on its final passage. It simply repeals the proviso of the 7th section of the act of 1854.

A general discussion ensued in which Mr. Harker, Mr. Barrett, Mr. McDonald, Mr. Doremus, Mr. Jenkins, Mr. Muchmore, Mr. Collom and Mr. Dutcher, and others took part.

The bill was lost as follows, failing to receive 31 votes:

Ayes—Baldwin, Barrett, Barriclo, Beatty, Beers, Buckley, Collom, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Dutcher, Edmunds, Frambes, Gaunt, Gould, Hopping, Howell, Hutchinson, Kille, Lafetra, Muchmore, Pennington, Plummer, W. Smith, Schoonmaker, Tomlin, Wells, Wooley, White—30.

Nays—Bartlett, Brown, Budd, Cook, Elmer, Harker, Herbert, Hoagland, Jenkins, Jones, Keen, McDonald, Obdyke, Osborne, Parry, Rittenhouse, Schomp, Sergeant, Vorhis, Winans, Willever, Ward, Whritenor—23.

THE BANKS.

The bank bills having been made the order of the day, the bill to charter the Mount Holly Bank was taken up on its final passage.

Mr. Collom discussed the bill. The people of Mount Holly want more banking capital. They understand their own necessities better perhaps than those on the outside. They are compelled to get banking accommodations by traveling to places quite remote. The next question is what kind of a bank do the people of Mount Holly want. In the discussion of this question he might be charged with not being a democrat—but, however, that might be, he would remain what he was, and after he had made his argument, he would leave the House to call him what they pleased. He proceeded then to discuss the principles of the general banking law, contending that it was not secure. The bill before the House was secured in every particular, and proceeded to name its provisions. The general law had not answered the purpose. It was imperfect. Banks had wound up under it, and but few seemed disposed to organize under it. Mr. Collom continued his remarks for some time.

The question was taken, and the bill lost as follows:

Ayes—Baldwin, Barrett, Bartlett, Brown, Buckley, Collom, Cook, Edmunds, Harker, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Schoonmaker, Tomlin, Wells, Whritenor, White—26.

Nays—Barriclo, Beatty, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Dutcher, Elmer, Frambes, Gaunt, Gould, Jenkins, Lafetra, Pennington, Plummer, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Ward, Wooley—27.

Mr. Lafetra offered a resolution that this legislature deem it inexpedient to pass any bill having for its object the incorporation of any bank, as such acts would be inconsistent with the General Banking Law.

Mr. Osborne moved to lay the resolution on the table.

The ayes and nays were called, and the motion prevailed to lay on the table as follows:

Ayes—Baldwin, Barrett, Bartlett, Beatty, Brown, Buckley, Collom, Cook, Edmunds, Gould, Harker, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Plummer, W. Smith, Schoonmaker, Tomlin, Wells, Ward, Whritenor, White—31.

Nays—Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Dutcher, Frambes, Gaunt, Lafetra, Pennington, Rittenhouse, Robins, Schomp, Sergeant, Vorhis, Winans, Willever, Wooley—19. Adjourned.

AFTERNOON SESSION.

The bill to charter the Phillipsburg bank was taken up.

Mr. Dutcher moved to postpone. Lost, 4 to 44.

The bill was then read.

Mr. Osborne said:—

Mr. SPEAKER, I rise to make a few remarks in behalf of this bill, which is asking a charter for a bank of discount and deposit, to be granted by this legislature, to the inhabitants of Phillipsburg and surounding country.

Phillipsburg is a town, located upon the banks of the Delaware river, opposite Easton, Pennsylvania, with a population of about three thousand inhabitants, and in the

first district in the county of Warren, which I have the honor to represent upon this floor.

Phillipsburg is a thriving place with a large amount of capital invested; Cooper & Hewitt's furnace is located at this place, with upwards of one hundred hands constantly employed; one iron foundry, a number of distilleries, merchant mills, saw mills, lumber yards and upwards of a dozen stores. The terminus of the Central Railroad of New Jersey, is at this place; the terminus of the Morris Canal is also at this place; the Belvidere Delaware Railroad passes through the same, and at this time is destitute of banking facilities; the people have to depend upon the banks of Easton, Pennsylvania, and are frequently disappointed as the Easton banks are not able to accommodate the people of Easton and surrounding country. There is a large scope of rich country thickly inhabited, destitute of a bank. There is but one bank within the distance of twenty-six miles, and that is the Belvidere Bank, which is of no use at this time to the community at large in which it is located. They are building railroads, concerned in the manufacture of iron at Scranton, Pennsylvania, which takes all the money they have, consequently they are not able to accommodate the community at large in which the bank is located, which leaves the county entirely destitute of bank accommodations.

It will be remembered by the most of you that this bank charter was asked for at the last session of the legislature, and was defeated on the ground that some of the gentlemen named in the bill as corporators, lived in Easton, and the bill was laid over to the next legislature.

Mr. Speaker, we are told that we have a general banking law in the State of New-Jersey. I am aware of that, and there is no man upon this floor, that tried to sustain that law more than I did at the last session of the legislature, but they got their special charters by securing the circulation to the people, and the people are now satisfied with that system, and think the business of the country can be done better under the special system, and equally as safe to the people, than it can under the general law, as that law exists at this time. I have been told that there was a principle involved in this bill; and if they were in my place they would not vote for the bill.

Mr. Speaker, what are we sent here for but as public servants to carry out the will and wishes of our constituents as far as our knowledge extends; have not the people petitioned for this bank charter to be granted by hundreds, and not a single soul to remonstrate against it. What does this mean, Mr. Speaker? the answer is in the affirmative.

Then, gentlemen, we ask you to give us this bank charter, not because it is fashionable to ask for bank charters at this time, but because it is needed to do the business of the county and demanded by the people. Will it be said that the legislature of New Jersey will compel a portion of her inhabitants to go the state of Pennsylvania for bank accommodations? certainly not. Then Mr. Speaker, give us this bank, which is certainly neded to do the business of the county. If there is a bank needed in the state of New Jersey at this time, it is at Phillipsburg. But we are told that it is not a democratic measure to vote for a special bank charter. What is democracy but to carry out the principles and wishes of the people? This bank charter is asked for by all the people, democrats, whigs and everybody else, call them by what name you please. I have heard it asserted by a gentleman on this floor, that he would rather go home with his ears cut off, than to vote for a special bank charter. The difference between that gentleman and myself is simply this, if I was to vote against this bank charter, I should be very likely to get mine cut off when I got home; that is the difference.—With these few remarks, I leave the subject, hoping that every member has studied the matter fairly, and will give it as favorable a consideration as possible, and when he comes to cast his vote upon this bill, it will be in the affirmative.

Mr. McDonald called upon the friends of the general law to show their hands in favor of their system. He was himself so far a democrat as to be ready at all times to carry out the wishes of the people. Now they wanted a bank at Phillipsburg. All petition for it, none against it. He thought this bill ought to be an exception to the democratic rule set up here—because the application comes from a staunch democratic county. Why should these people be driven to Easton for banking purposes? They are all farmers, made personally liable, and could be relied upon for a fair and legitimate business, while the institution is under their control. It was so remote that no Wall street influence could effect it. He hoped the opponents of special banks would show their hands.

Mr. Lafetra said he was prepared to face the music. The democratic party had endorsed the general banking system—it was a part of their fundamental doctrine of political faith. He regarded the special banks as a wild fanatic scheme to defraud the public.

Mr. Collom repudiated the doctrine that the democratic principle was confined to any particular thing. He had yet to learn that the democratic party had ever yet decided without some differences by individual members in favor of the general banking law.—If it was a democratic doctrine to keep up two systems of banking in New Jersey, he had yet to learn it. If the democratic party were willing to recommend a straight forward course, he would go with them even to the repeal of all the special charters in the state. That would be consistent, but it was not proper or consistent to attempt to have two systems standing by the side of each other. Gentlemen talk about the influence of Wall street! How is that under the general banking system Wall street carried its influence away down to Cape May? They had organized a bank in a tailor shop. Will any gentleman point me to the benefits this system has left to the state? We looked in vain for them. He was very much of the opinion that the attempt to make every case apply to a particular democratic rule would be found to be impracticable, and especially in this particular case. The principles of a party cannot be made always to apply to every case. Exigencies change them, and show the fallacy of such attempts.

Mr. Jenkins regretted on account of indisposition, having been called upon at this time to defend what he conceived to be a great and valuable principle.

He supposed that most men were democrats in their feelings; but there is a party in the United States particularly known by that name. Men, however, even of that party, occupy positions where they do not carry out the will of their constituents. He traced the practices and professions of some leaders on this point; but there was in this house, a party which professed to stand upon the general law principle, and he had regretted to see some of them waver on this great principle. As for himself, a Henry Clay whig, who did not believe the name obsolete, he stood up firmly against the special system of banks, although he had good institutions in his own district. He believed it was unsafe. When a bloated paper currency scatters destruction abroad—when the poor man walks about the streets, hunting for employment, with poverty and despondency marked upon his brow, as a result of this expanded system, then he would be able to point the people to this fact—"your representatives did it."—Mr. Jenkins then proceeded to discuss the effects of this system generally, and the right of a legislative body to endorse the paper of irresponsible corporations. He also referred to the insecurity of even the most stringent provisions to protect the bill-holders. It was impossible for even stockholders to know at all times the liabilities assumed by the banks. The two systems were so entirely different—the giving ample security that is tangible. The other giving no security at all. He referred to the exploded banks of New Jersey, and the ruin they had left behind. It was the excellency of the general system that finally put down the small and useless banks, organized under it in New Jersey. He referred to the operations of the system in New York.

Mr. Perry contended that the special system afforded better security than the general system. The whole loss to the people of the state for fifty years, under the special bank system, was only about $400,000, while under the general law in a very brief time, the loss to the people of the state was about 4 per cent. New York had adopted the general law system, because she was in debt, and had state stocks, but these stocks were constantly rising and falling. In Indiana, the general bank paper is not worth more than 75 cents to the dollar.

Mr. Muchmore was much amused at the attempt to define political positions by the members. He was a democrat during the days of General Jackson, but he had found himself forsaken—lost. He said the United States bank was a democratic measure—so was the pet bank system, and to the latter system are we indebted for all the odium on the special banks of the country. He advocated the bill because the people of the district wanted it—that he thought was democratic.

After some further remarks by Mr. Collom, Mr. Jenkins and Mr. Barrett, the question was taken and the bill was lost—it requiring 36 votes to pass a bank bill—as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Beatty, Brown, Buckley, Collom, Cook, Edmunds, Elmer, Frambes, Harker, Her-

bert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Plummer, Schoonmaker, Tomlin, Wells, Whritenor, White—32.

Nays—Barriclo, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Dutcher, Gaunt, Gould, Jenkins, Lafetra, Perry, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Ward, Wooley—25.

Mr. Perry had voted for the bill, but changed his vote. Objection was made because he had not voted under a misapprehension, but he was allowed to change it.

Mr. Plummer introduced a bill relative to oaths.

Mr. Beatty (corporations,) reported sundry bills.

Mr. Lafetra moved to take up the resolution introduced by him this morning, declaring it inexpedient to grant any special bank charters, they being in conflict with the provisions of the general law. Lost—19 to 34.

Mr. Elmer moved to reconsider the vote by which the bill to charter the Mount Holly Bank was lost.

On motion of Mr. McDonald, the motion was laid on the table.

Mr. Perry moved to reconsider the vote by which the bill to charter the Bloomfield Park and Agricultural Association was lost.

Mr. Muchmore moved to lay this motion on the table. Agreed to—31 to 22.

Mr. Gould offered a resolution that when this House adjourn, it adjourn to meet at half past seven o'clock in the evening.

Mr. Lafetra moved to lay the resolution on the table. Lost—21 to 30.

Mr. Lafetra moved to adjourn. Lost—21 to 24.

Mr. Lafetra moved to amend the resolution by inserting nine o'clock to-morrow morning, instead of half past seven this evening. Lost. Adjourned.

FRIDAY, Feb. 29.

SENATE.

Petitions, &c.—A number of petitions in favor of the Newark and Hudson Railroad; against the eleventh ward in Newark.

Bills introduced.—By Mr. Rafferty, relative to Clinton Bank; by Mr. Speer, supplement to act securing creditors a just distribution of the estate of debtors.

Reports.—Several Assembly bills of a private nature, were reported by the corporation and judiciary committees.

On motion of Mr. Speer, the vote by which the supplement to Newark, creating the eleventh ward, was ordered to a third reading, was reconsidered.

Passed.—Supplement to the marriage act; supplement to Hoboken Fire Department; supplement to act regulating pilots at Newark, Jersey City, and other ports; supplement to New Brunswick Gas Light company; to incorporate the Elizabeth Hotel company; supplement to Sussex and Warren Railroad; supplement to Jersey City and Bergen Point Railroad; repealing part of the act requiring Millville, Maurice River, and Deerfield township, in Cumberland, to vote by ballot; joint resolution relative to the improvement of the harbors of Absecum and Great Egg Harbor Inlets; supplement to the Orphans' Court, and the power and authority of surrogates; joint resolutions for the appointment of commissioners to revise and codify the militia laws; authorizing the Lackawana Railroad company to hold real estate in Essex, Hudson, and Middlesex counties; to incorporate the Camden Brick company.

Mr. Laird introduced a supplement to the act concerning roads.

On motion of Mr. Bramhall, the supplement to the Rahway mill dams was postponed to the next session of the Legislature.

Lost.—Supplement to act for relief of persons imprisoned on civil process—17 to 0.

Ordered third reading.—Authorizing the planting of oysters on lands covered with water, in Maurice river Cove, Cumberland county; relative to highways, in Newton, Sussex county; supplement to Hudson and Bergen Plank Road; respecting inns and taverns, (to prevent the sale of liquor at Van Ness Gap, on the Warren Railroad;) authorizing school district No. 1, of Belvidere, to sell lot, with amendments.

Mr. Depue moved that the Senate do now adjourn. Lost, 6 to 10.

NEWARK AND HUDSON RAILROAD.

The bill to incorporate the Newark and Hudson Railroad was then taken up, and the seventh section reconsidered. Mr. Bramhall then offered an amendment requiring the road to tunnel Bergen Bill, which was agreed to. Mr. Laird then moved to amend so as to require the road to cross the Passaic river at least 800 feet above the present Morris and Essex Railroad bridge. This was lost, 3 to 10, and the section then agreed to. The tenth section was then reconsidered, and an amendment, (offered by Mr. Bramhall) adopted, requiring the proposed railway to pass over the public road at the same elevation as the Morris and Essex Railroad—after which the section was agreed to. The eighteenth section was also amended so as to require the road to be commenced in two years, and completed in seven years.

The bill was then ordered to a third reading. Adjourned.

AFTERNOON SESSION.

Mr. Chetwood offered a resolution, that when the Senate adjourn, it adjourn to meet on Monday next. Adopted.

Reports.—Mr. Rafferty, (corporations) relative to the Clinton Bank, recommending that it be not passed.

By Mr. Robertson, (agricultural) supplement to act for preservation of sheep.

Passed.—To exempt from taxation, lands used as public roads; to ascertain the time and place of holding certain courts; to change the name of Benjamin Swain to Benjamin Whiting.

Ordered third reading.—Supplement to act for protection of clams and oysters; to establish a ferry across the Delaware, at Columbia Valley, Warren county; relative to the working of roads in Ocean township, Monmouth county; authorizing the city council of Elizabeth to borrow $10,000 for school purposes; supplement to act for the trial of small causes; relative to the election of road-overseers in Blairstown; supplement to the New Jersey Historical Society; relative to the America Bank; regulating elections in the township of Franklin, Gloucester county; relative to the Camden Brigade; supplement to the Sparta Manufacturing company.

Mr. Bramhall introduced a bill to limit the salary of the deputy adjutant general of the second division of the state militia.

Two bills were reported by the judiciary committee. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Vanhorn.

Petitions, &c.—Mr. Parry, remonstrances against the Bloomfield Park and Agricultural Association; Mr. Kille, the proceedings of a public meeting at Woodbury, respecting the taking of toll on turnpikes, in said borough. Mr. Ward, against Bergen Point and Jersey City Railroad. Mr. Collom, against a bridge over Mullicus river.

Reports of committees.—R. S. Demarest (militia), respecting improvement of the building for the state arms.

Mr. Pennington (municipal), supplement to charter of Hoboken.

Mr. Gaunt, several engrossed bills.

Mr. Beatty (corporations), the amended Railroad Trust Company's bill.

Mr. Dutcher (judiciary), to enable the board of chosen freeholders of Passaic, to issue bonds. Adversely to the bill asking that turnpike companies may be prevented from gathering toll on Sunday. The committee state that the objects of the petitioners can be obtained by enforcing the statutes against Sunday traveling. The committee also report against giving to the board of chosen freeholders, in Hudson county, the right to regulate the rates of ferriage across the Hudson river, believing the power best lodged in the legislature, to keep all the ferries within the control of the people's representatives. Reports adopted. The committee also reported adversely to granting the petition of Thomas E. Pierce, who is now in the state prison, and had asked for legislation by which he should be relieved. Report adopted.

Bills noticed.—Mr. Dutcher, joint resolutions relative to Commander John S. Nichols, lieutenants Wm. E. Hunt, and Baldwin, of the United States navy, asking for their reinstatement in the navy.

Mr. Perry moved a reconsideration of the vote by which the Phillipsburg Bank was lost, yesterday.

Mr. Osborne moved to lay the resolution on the table.

The motion was agreed to, as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Barriclo, Buckley, Collom, Doremus, Elmer, Gaunt, Gould, Harker, Herbert, Hoagland, Howell, Hutchinson, Keen, Kille, Muchmore, Obdyke, Osborne, Parry, Perry, W. Smith, Schoonmaker, Tomlin, Vorhis, Wells, Willever, Whritenor, White—31.

Nays—Beers, Carr, R. S. Demarest, T. W. Demarest (speaker), De Mott, Dutcher, Pennington, Rittenhouse, Robins, Schomp, Sergeant, Winans, Ward, Wooley—14.

Mr. Parry called up the motion to reconsider the vote by which the Bloomfield Agricultural and Park Association was lost.

A sharp debate sprung up between the friends and opponents of the bill—the latter alleging that the object was to defeat the bill when the House was thin, and many of its friends were absent.

The motion to take it up was agreed to—18 to 16.

The question then was, Shall the vote by which this bill was lost be reconsidered?

Remarks were made by Mr. Collom, Mr. Perry, Mr. Harker, Mr. Barrett, Mr. Albertson, Mr. Tomlin, and Mr. Wells.

Mr. Wells finally moved to postpone the motion to reconsider the vote by which the bill was lost, to Wednesday next. He said it was an unfair mode of legislation to attempt in this manner to kill the bill.

The motion of Mr. Wells was agreed to —22 to 16.

The bank bills were then called, being a part of the unfinished business of yesterday. On motion, the Domestic Bank, of Paterson, Millville Bank, Exchange Bank, of Newark, were severally postponed to Wednesday next.

Bills passed.—To enable Presbyterian church at Long Branch to sell land—45 to 0; to authorize voting by ballot at town meetings in Salem (explained by Mr. Kille) 42 to 0; to enable inhabitants of Upper Alloways Creek to elect overseers of roads by districts—43 to 0; to incorporate the Princeton Fire Insurance Company—34 to 13; supplement to schools in Paterson, as amended in the Senate—41 to 0; respecting public schools in Trenton (explained by Mr. Dutcher)—44 to 0; to enable owners of land on the Assanpink to clear out the same (explained by Mr. Wooley)—37 to 4; to enable trustees of Presbyterian Church at Blackwoodtown to convey land, as amended in the Senate—39 to 0; relative to Public Schools in Pequannock, Morris county, as amended in Senate—39 to 0; to incorporate the Clover Hill Public Hall Association (explained by Mr. Rittenhouse)—39 to 3; to erect a bridge over Cooper's Creek in Camden county (opposed by Mr. Harker on the ground that the county of Camden would be subjected to a very heavy expense.)

Mr. Barrett advocated the bill, followed by Mr. Collom and others.

The bill was passed, 34 to 13, as follows:

Ayes—Albertson, Baldwin, Barrett, Barriclo, Beatty, Beers, Brown, Buckley, Collom, Cook, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Elmer, Frambes, Gaunt, Howell, Jones, Kille, Muchmore, Parry, Perry, Pennington, Plummer, Robins, Schomp, Winans, Ward, Wooley, Whritenor—31.

Nays—Budd, Dutcher, Gould, Harker, Herbert, Hoagland, Hutchinson, Lafetra, Rittenhouse, Schoonmaker, Vorhis, Willever, White—13.

Recommitted—To incorporate the Jersey City Commercial Improvement Company, on motion of Mr. Demott, for the purpose of amendment.

The supplement to act respecting insurance companies was postponed for the present. Adjourned.

AFTERNOON SESSION.

Ordered a third reading—A further supplement to city of Paterson; to authorize the inhabitants of Lawrence in Mercer, to vote by ballot at town meetings; respecting the claims of creditors against absconding and absent debtors; supplement to act relative to commissioners of deeds; to relieve creditors of Somerville Water Power and the Hudson Manufacturing company; supplement to Ramapo and Weehawken Plank Road company, (an amendment or entire new bill was lost,) supplement to the Mullica Hill and Woodbury Turnpike company; (Mr. Tomlin presented several amendments which were opposed by Mr. Albertson. The amendments were lost. Mr. Tomlin offered an amendment requiring owners of land to be paid all damages. Opposed by Mr. Albertson because provision was already made in the bill for damages. The amendment was agreed to.) To secure to operatives, manufacturers and other employees their wages; supplement to Medical Societies; Gravelly Ridge Turnpike company of Salem; increasing and defining the power of the Rifton Manufacturing company; to incorporate the Union Ferry company—the tenth section was stricken out; supplement to Cape Island Turnpike company; supplement to Justices of the Peace act; to incorporate Newton Hotel company; joint resolutions relative to Breakwater at Cape May; to confirm will of James Peter Vanhorn; relative to the Lunatic Asylum; relative to docketing judgments in Supreme Court.

The bill to repeal the charter of city of Hudson was called. Mr. Demott moved to postpone until Tuesday, to give all parties an opportunity to be heard. Mr. Pennington moved to postpone it indefinitely, which was adopted.

Mr. Dutcher (judiciary,) reported a supplement respecting commissioners of deeds —appointing one at Newburg, New York.

Mr. Harker introduced a supplement to Schools.

Mr. Lafetra offered a resolution to take up no bills out of their order. Lost 5 to 29.

Mr. R. S. Demarest offered a resolution that when the House adjourn, it adjourn to Monday afternoon—and if a quorum do not appear at that time, that a session be held at 7 o'clock in the evening of Monday.—Adopted.

Mr. Lafetra offered a resolution that all public bills be taken up in their order and not otherwise. Laid on the table.

A message was received from the Governor announcing that he had signed sundry bills. Adjourned.

MONDAY, March 3.

SENATE.

3 o'clock, P. M.—The roll being called, nine Senators answered to their names.

On motion of Mr. Diverty, Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Collom.

The roll was called and 26 members answered to their names.

On motion of Mr. R. S. Demarest, the Sergeant-at-Arms was dispatched after absent members.

After waiting for sometime the House adjourned.

EVENING SESSION.

A message was received from the Governor announcing that he had approved of the bill to incorporate the Longacoming turnpike company; to incorporate the Warren Foundery company; and the bill to incorporate the Empire Manufacturing company.

Mr. Demott, from the committee on passed bills, reported that a number of bills had been presented to the Governor.

Mr. Osborne, from the joint committee on the library, reported that they concur in the recommendations of librarian that a new room is necessary, but the state of the treasury will not warrant the improvement.—The committee agree in giving to clergymen the same library privileges as are enjoyed by legal gentlemen. Adopted.

Mr. Dutcher, authorizing the committee on passed bills to request the Governor, to return to the House the supplement to the Trenton and Crosswicks turnpike company for the purpose of correction. Adopted.

Mr. Robins moved a reconsideration of the vote by which the bill repealing the charter of the city of Hudson was indefinitely postponed.

Mr. Collom moved to lay the resolution on the table. Agreed to.

The House being thin, Mr. Demott moved that the House proceed to consider the bills on a second reading.

TIPPLING HOUSES.

The bill to suppress tippling houses was taken up on a second reading. This bill provides that no person shall sell any vinous, spirituous or intoxicating drinks of any kind whatsoever, in less quantity than a gallon, without a license, (including ale, porter, beer, cider, and other fermented liquors.) Several propositions were made to amend the bill. Mr. R. S. Demarest moved to reduce the quantity to one quart—lost. Mr. Demott moved to strike out beer, porter and cider—lost. The question shall this bill be engrossed, was lost. Afterwards, Mr. Gould moved a reconsideration of the vote by which the engrossment was lost.—Mr. R. S. Demarest moved to lay the motion on the table. Agreed to, 20 to 17.

NORMAL SCHOOL.

The bill to repeal the act erecting the State Normal School, was called up on second reading.

Mr. Perry moved to postpone the bill indefinitely.

Mr. Osborne thought it would be much better to let the bill come up on its final passage, when all would have an opportunity to say what they desired on the subject.

The motion of Mr. Perry was carried 27 to 14, as follows:

Ayes—Albertson, Baldwin, Barrett, Barriclo, Budd, R. S. Demarest, T. W. Demarest, Demott, Doremus, Elmer, Frambes, Harker, Hoagland, Howell, Jenkins, Kille, Muchmore, Perry, Plummer, Robins, Schomp, E. C. Smith, Schoonmaker, Wells, Ward, White—27.

Nays—Bartlett, Beatty, Beers, Collom, Dutcher, Gould, Herbert, Hutchinson, Osborne, Sergeant, Tomlin, Vorhis, Willever, Whritenor—14.

VETO MESSAGE.

A message was received from the Governor, returning the supplement to an act entitled an act to incorporate the Crosswicks and Trenton Turnpike company, as follows:

EXECUTIVE CHAMBER,
TRENTON, March 3d, 1856.

HON. T. W. DEMAREST, Speaker of the House of Assembly: Sir—I herewith return the act entitled "A supplement to an act to incorporate the Trenton and Crosswicks Turnpike company," approved March 15, 1855, which originated in the House of Assembly, objecting to sign or approve the same. By reference to the third section of said supplemental bill, it will be found that the unusual and extraordinary power is given in the following words, viz: "and the right so to demand and receive tolls shall extend to all persons traveling

on said roads whether said persons shall pass through any turnpike gates on said road or not." This I consider a dangerous power to confer upon any incorporated turnpike company, and prejudicial to the interests of the public, as it might be used in an arbitrary manner. By the original bill incorporating said company, the usual power granted to turnpike companies is given, viz: to collect toll from persons avoiding turnpike gates by driving upon private grounds.

RODMAN M. PRICE.

Ordered third reading.—Supplement to act concerning conveyances; respecting witnesses fees—to pay witnesses in attendance on grand juries; to appoint a commission to ascertain the boundaries within the counties of Monmouth, Mercer, and Middlesex; the bill respecting coroners—providing some new regulations respecting dead bodies taken from wrecks; to simplify the pleadings in courts of law; supplement to act relative to the court of pardons; supplement to act to alter time of electing trustees of Presbyterian church, at Orange; supplement to Mount Holly and Ayrestown turnpike company; to incorporate the Burlington and Columbus turnpike company; the bill authorizing repairs to the State Arsenal; supplement to the militia law; for supplement to act relative to commissioners of deeds; joint resolution relative to the construction of breakwater at Cape May; relative to the purchase of Lippincott's Gazetteer for schools. Mr. R. S. Demarest moved to reduce the price to $4.00. Lost 17 to 24; relative to the price of public printing; supplement to the city of New Brunswick. Adjourned.

WEDNESDAY, March 4.

SENATE.

Petitions.—In favor of the eleventh ward, Newark.

Reports.—By Mr. Speer, (judiciary) for relief of Long Branch Presbyterian church; to enable the owners of swamp lands on the Assanpink creek to clear out and straighten the same.

By Mr. Rafferty, (corporations) to incorporate Bridgeton Fire Insurance company.

By Mr. Rafferty, (militia) to limit the salary of the deputy adjutant general of the second division of the New Jersey Militia.

A message was received from the Governor, announcing his approval of certain bills.

Bills introduced.—By Mr. Riggs, to repeal certain provisions of the railroad charters of this state; joint resolution relative to the Clayton-Bulwer Treaty; by Mr. Price, to authorize road districts of Franklin, Sussex county, to elect their own overseers.

The committee on education reported the bill respecting public schools in Trenton.

Passed.—To incorporate the Newark and Elizabeth Plank Road; supplement to Sparta Manufacturing company; relative to highways in Newton, Sussex county; making an appropriation to the State Prison; to erect an election district, in Newton township, Camden county; supplement to the Hudson and Bergen Plank Road; regulating elections in Franklin township, Gloucester county; relative to the Camden Brigade; for the protection of clams and oysters; supplement to act concerning inns and taverns, (prohiting, under heavy penalties, the sale of liquors at Van Ness Gap, on the Warren railroad); to annex part of Nottingham township to the city of Trenton, and the residue to Hamilton township; to authorize a ferry across the Delaware at Columbus, in Warren county; to authorize the city of Eliabeth to borrow $10,000 for school purposes; relative to the working of roads in Ocean and Manalapan townships, in Monmouth; supplement to Camden and Atlantic turnpike; supplement to act constituting courts for the trial of small causes; relative to the election of overseers of roads in Blairstown, in Warren, and New Providence and Union in Essex; to incorporate the Elizabethport Cordage Manufacturing company.

The bill to incorporate the City Bank at Hoboken, was taken up, and after several attempts to amend, was agreed to, and ordered to a third reading. [One of the amendments proposed was to prevent the circulation of bills of a less denomination than five dollars. This was opposed by Mr. Allen, and advocated by Mr. Riggs. It was not adopted.]

Ordered third reading.—Further supplement to the act concerning Insurance Companies. Adjourned.

AFTERNOON SESSION.

Petitions.—From citizens of Newark and Belleville, in favor of the Newark and Hudson Railroad.

Mr. Rafferty (corporations) reported the bill to repeal certain provisions of the several railroad charters of this state.

Lost.—To alter the line between Monmouth and Mercer—7 to 7. [This bill was opposed by Mr. Laird, on the ground that the people of Monmouth are opposed to the same.]

The concurrent resolution from the House, appointing State Prison appraisers, was taken up, and, on motion of Mr. Allen, postponed until to-morrow.

Ordered third reading.—Supplement to act respecting fees and costs; supplement to Camden, Ellsboro', and Marlton turnpike; supplement to act concerning wrecks; further supplement to the sheep law; supplement to act to secure to creditors an equal and just distribution of the estates of debtors; to erect an election district in Bergen township, Hudson county; supplement to Jersey City Water Works; supplement to act concerning roads; respecting public schools in the city of Trenton; for the relief of the Long Branch Presbyterian church; supplement to act to enable the owners of lands on the Assanpink to clear out and straighten the same; to incorporate the Princeton Mutual Fire Insurance company; supplement to the city of Newark, creating the eleventh ward; concerning firemen in Belleville, Essex county; to incorporate the Jefferson Manufacturing company; relative to usury.

Bills introduced.—By Mr. Speer, supplement to Central Bank of New Jersey, at Hightstown; by Mr. Bramhall, to repeal the act regulating ferriage at the Hoboken and Jersey City ferries. Adjourned.

HOUSE OF ASSEMBLY.

Petitions, &c.—Mr. R. S. Demarest in favor of a toll gate on a certain road in Bergen.

Mr. Parry, for repeal of the laws allowing slaves to be carried through the state.

Mr. Gaunt, to prevent turnpike companies from receiving toll on the Sabbath.

Mr. Barrett, for a new ferry at Cooper street, Camden. Also resolutions of the common council of Camden in favor of the same.

Mr. Ward, from the common council of Jersey City against the Union Omnibus Company, and the Bergen Point Railroad Company.

Reports of committees—Mr. Beatty (corporations) Salem county Steamboat Company; supplement to Jamesburg Railroad Company.

Mr. Dutcher, (judiciary) supplement concerning taxes; to enclose certain a burying ground in Bergen; to protect fish in Swartwout Pond; to confirm certain acts of A. L. Martin; to authorize a draw or swing bridge over Mullicus River.

Mr. Dutcher (municipal) supplement to Trenton.

Mr. R. S. Demarest offered a concurrent resolution appointing Lewis Parker, Charles Brearley and Anthony Rowley appraisers of the furniture and stock of the New Jersey state prison. Adopted.

Mr. Osborne offered a resolution to hold evening sessions at 7½ o'clock.

Mr. Collom opposed the resolution on the ground of hasty legislation, which was much to be deprecated. Again, we are not only wearing out the bodies which God has given us, but we are jeopardizing the interest of the state, by doing things in a hurry without due reflection.

The resolution was adopted 34 to 17.

Mr. Howell introduced a resolution requesting the committee on ways and means to report to the House the amount of resources and the appropriations now made, and the probable amount necessary to meet all the present demands on the public Treasury.

Mr. Howell said we wanted some data—we are now working in the dark.

The resolution was adopted.

Mr. Schoonmaker offered a resolution requesting the committee on stationery to furnish to each member a pen and pencil case.

Mr. Wells moved to amend by making it a "gold" pen and pencil case.

The amendment was agreed to.

The resolution was lost, 26 to 26: when Mr. Wells' name was called he stated that a list of ayes and nays was handed around and 45 members had signed for a gold pencil case, he had signed also but he was surprised now to see them desert the question.

The first announcement of the vote was 26 to 25, and that the resolution had passed, but upon a correction of the list, it was found it was lost—26 to 26.

Mr. Jenkins coming in at the time of the recalling of the names, desired his name to be added to the nays, which made the vote 26 to 27, as follows:

Ayes—Baldwin, Barrett, Bartlett, Buckley, Carr, Cook, Doremus, Edmunds, Elmer, Frambes, Harker, Hoagland, Hopping, Hutchinson, Jones, Muchmore, Parry, Perry, Plummer, Robins, E. C. Smith, Schoonmaker, Tomlin, Wells, Winans Whritenor—26.

Nays — Albertson, Barriclo, Bathgate, Beers, Brown, Budd, R. S. Demarest, T. W. Demarest (speaker), Demott, Dutcher, Gaunt, Gould, Herbert, Howell, Jenkins, Kille, McDonald, Osborne, Rittenhouse, Schomp, Sergeant, Vorhis, Willever, Ward, Wooley, White—27.

Mr. Wells introduced a resolution requesting the clerk of the House to purchase sixty-six copies of Nixon's Digest for the use of the House.

Mr. Parry advocated the resolution, and it was adopted.

Mr. White introduced a resolution appropriating all the revenues of the state, except so much as is necessary to defray the expenses of the government, to public schools.

Decided out of order. Money cannot be appropriated by simple resolution.

Bills introduced—By Mr. Wells, relative to daming off a part of Mill creek in Cumberland county; Mr. Plummer, for the protection of executors; Mr. Schomp, to incorporate Hope Express Company; Mr. Dutcher, the joint resolutions relative to commander Nichols, lieutenants Hunt and Baldwin; Mr. Edmunds, to enable the county of Cape May to subscribe to the stock of the Raritan and Delaware Railroad Company.

Bills on final passage—The bill relative ot insurance companies was taken up, advocated by Mr. McDonald, and passed—48 to 1 (Mr. Lafetra).

The supplement to the Trenton and Crosswicks Turnpike Company, vetoed by the Governor, was taken up. The objections of the Governor were read. Mr. Dutcher said the company were willing that the objectionable section should be stricken out.

A discussion arose as to the proper disposition of the bill. By Mr. Dutcher, Collom, Parry, and Barrett, it was contended that the House had the right to recommit the bill, or make any other disposition of it. The speaker decided that the House must take a vote on the final passage of the bill. The vote was taken, and the bill was lost—1 to 47.

Mr. Dutcher then, by leave, introduced the same bill, with the objections stricken out.

BANKS.

The bill to increase the capital stock of the Mechanics and Manufacturers' Bank, of Trenton, $250,000—was taken up.

Mr. Dutcher advocated this bill. The bank was originally chartered in 1834 for twenty years — rechartered in 1851 for twenty years longer. The population of Trenton was three times as great now as it was at that time, and of course the demand for banking facilities was increased in the same ratio. He felt that he should not fairly represent his constituents by withholding his vote from this bill. He had favored general laws, and wished still to be considered as preferring to adhere to the general policy; but when a bill comes up, in which all his constituents are interested —in which they ask, with great unanimity, for an increase of capital — and that too, of an institution which, for twenty-three years, had maintained its character among his constituents; he would go for it, because his constituents wanted it. This bill was rechartered one year after the general law passed. No objections were made to it then, and if the necessity for its recharter existed then, an increase of capital is certainly now demanded by the increase of business and population of the city. He looked upon the application for an increase of capital, as very different from that of granting an entire new charter. It is the experience of banking men that the danger to bill holders is not increased in the same ratio to the enlargement of capital. The circulation is circumscribed to narrow bounds—not being able to keep out any more than the demands of the community require. He would give his views more at large upon this point of the question, if he thought it necessary at this time; but he would simply remark that a great point of difference between making a new bank and increasing the capital of an old one was, that in the latter case the institution was in old, tried, and responsible hands, while in the other case, we would feel all the uncertainties of a new and untried experiment. He would consider himself as going against the business interests of his constituents by opposing it.

Mr. Muchmore proceeded to speak of what he termed the inconsistency of the gentleman (Mr. Dutcher,) because he voted against the Phillipsburg Bank.

The Chair called him to order and said the Phillipsburg Bank was not under consideration.

Mr. Collom followed in some similar remarks.

Mr. Muchmore moved to postpone the bill until other bank bills came up.

Mr. Dutcher wanted to know what the object of the gentleman was in postponing the bill. If it was to logroll him into any other measure, he would say now, the gentleman (Mr. Muchmore,) would find himself mistaken in his man. This bill was before the House on its merits, and he was willing they should be tested now.

The motion to postpone was lost, 20 to 23.

Mr. Dutcher then addressed the House in favor of the bill.

Mr. Doremus inquired whether the original charter contained the same restrictions as other bills now before us.

Mr. Dutcher replied that it did not contain the stockholder liability. The directors were personally liable; and he did not consider that the stockholder liability was worth a rush. It could be changed and shifted at pleasure.

Mr. Collom spoke at some length on the general principle of banking, in connection with the democratic doctrine on that subject. He did not believe that General Jackson in his hostility to the United States Bank, or to the system generally, opposed them except on the ground of their departure from the legitimate purposes of their organization, or when they were used as a means of fraud and corruption. He never opposed a well guarded and fairly conducted system of banking.

Mr. Lafetra said that General Jackson said that the system which had been broken down in the United States Bank would find its way into the states, and he warned the people against it.

Mr. Perry said he found it difficult to know how to vote. One gentleman said General Jackson was in favor of banks, and the other that he was opposed to them. He would like to know which was was right.

The question was taken and the bill was lost 29 to 27—requiring 36 votes—as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Bathgate, Brown, Collom, Cook, Dutcher, Edmunds, Elmer, Frambes, Harker, Hoagland, Hopping, Howell, Hutchinson, Jones, Kille, McDonald, Muchmore, Osborne, Parry, Perry, Plummer, E. C. Smith, Ward, Wooley, Whritenor—29.

Nays—Barriclo, Beatty, Beers, Buckley, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Gaunt, Gould, Hatfield, Herbert, Jenkins, Lafetra, Rittenhouse, Robins, Schomp, Sergeant, Schoonmaker, Tomlin, Vorhis, Wells, Winans, Willever, White—27.

Mr. Jones from the committee to whom was referred the petitions asking for a resurvey of the line between Ocean and Burlington, reported a bill.

The bill respecting the power and authority of surrogates, was passed, 38 to 0.

The bill to authorize the inhabitants of Lawrence in Mercer, to vote by ballot at their town meetings, was passed, 38 to 0.

GEOLOGICAL SURVEY.

Mr. McDonald called up the bill respecting the Geological Survey on its second reading.

Mr. Osborne moved to strike out $5000 of the appropriation, making it $20.000.

The motion was opposed by Mr. Doremus, Mr. Collom, Mr. Muchmore, Mr. McDonald, Mr. Jenkins.

The amendment was lost 2 to 40, and the bill was ordered a third reading. Adjourned.

AFTERNOON SESSION.

The speaker announced Messrs. Wells, Winans, and Osborne, as the committee on petitions relative to daming Mill creek.

Mr. Pennington (municipal), reported the bill to regulate streets in Mount Holly; to alter the line between North and South Brunswick; paving and regulating side walks in Hackensack.

Mr. Beatty (corporations), reported the bill to incorporate the South Camden Brick Company; to enable the Lackawanna Railroad Company to hold land in this state; Jersey City and Bergen Point Railroad Company; supplement to Sussex and Warren Railroad Company.

Bills on final passage—The supplement to the charter of the city of Paterson (explained by Mr. Buckley), was passed—44 to 0.

The bill to secure to operatives, mechanics, and other employees, their wages, was taken up and passed—47 to 0.

Mr. Gould (ways and means), by leave reported the bill to enable the county of Cape May to subscribe to the Raritan Bay Railroad Company.

Mr. Collom (education), reported the bill a further supplement to public schools, without amendment, with a recommendation that it is inexpedient to pass the same at this session of the legislature.

Mr. Collom said the bill contained many of the provisions of the bill reported by the codifiers, which had already been postponed to the next session.

Mr. Harker opposed the report of the

committee, and said the supplement had been framed with care, and was intended to relieve the school system of the numerous officers, and provide greater means for the education of the people.

The report was adopted—30 to 23.

PUBLIC PRINTING.

The bill to regulate the price of public printing, was taken up.

Mr. Rittenhouse spoke in favor of the bill. He said the prices of public printing remain the same they were ten years ago, while the price of almost everything else, and every mechanical employment, had been raised. It was but reasonable, inasmuch as the work is to be done in much better style.

Mr. R. S. Demarest spoke against the bill, and said all were eager to get the work at the present rates.

Mr. Bathgate spoke in favor of the bill. The minutes were now very poorly printed in consequence of the poor prices. This bill would give the printers but little more profit—they would be required to print the minutes in better style.

Mr. Collom said that prices may retrogade in another year. If prices were not sufficient, when the proper time come he would be willing to vote for an increase. He asked to be excused from voting. The House refused to excuse him.

The bill then passed, as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Bathgate, Beatty, Brown, Buckley, Demott, Edwards, Elmer, Frambes, Gaunt, Harker, Hatfield, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jenkins, Jones, Kille, McDonald, Muchmore, Osborne, Parry, Perry, Pennington, Plummer, Rittenhouse, Robins, Sergeant, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Vorhis, Wells, Winans, Wooley, Whritenor—42.

Nays—Barriclo, Beers, Budd, Collom, Cook, R. S. Demarest, T. W. Demarest, (Speaker) Gould, Lafetra, Obdyke, Schomp, Willever, Ward, White—14.

SHORE LINE ON THE HUDSON.

The bill for the appointment of commissioners for the laying out of an exterior line on the Hudson River, &c., was taken up.

Mr. Pennington spoke against the bill on the ground that the bill contracted our rights and privileges. We, as a state were entitled to make encroachments for at least fifty years before we got our rights. New York had taken in thousands of acres beyond the original shore.

Mr. McDonald thought there was nothing dangerous in the bill. It was merely one of inquiry.

Mr. Lafetra opposed the bill, and regarded it as a New York affair.

Mr. Ward said no New Yorker had ever been consulted in regard to this bill. It was prepared by himself in Trenton.

Mr. Collom opposed the bill on the ground that it looked like an attempt of New York to use New Jersey for her own purposes, and illustrated it by relating the fable of the old fox, who had lost his tail.

Mr. McDonald contended that the commissioners would be compelled to report the result of their investigations to the Legislature, before any final action could be taken.

Mr. Barrett thought it was reasonable that a line should be defined.

Mr. Jenkins thought it was too early to fix a time, and proceeded to show at considerable length that there was an evident attempt to impose upon New Jersey in all these movements about the shore line.—She had rights on the Hudson which should be carefully watched and protected.

Mr. Hatfield spoke at some length in favor of the bill.

The bill was lost, 23 to 30—the Hudson county members all voting for the bill.

The bill to incorporate the Farmers and Citizens' Ferry Company at Camden, after several petitions presented in its favor by Messrs. Perry, E. C. Smith, Collom and Barrett, was ordered to a third reading.

A message was received from the Governor, that he had signed the supplement to act regulating commissioners of pilotage; supplement to fire department of Hoboken; Elizabeth Hotel company; relative to schools in Pequannock; Gas Light company at New Brunswick; to enable Presbyterian church at Blackwoodtown to convey land; supplement to act concerning marriages.

Mr. Beatty (corporations) reported Hope Express company; supplement to Crosswicks and Trenton Turnpike company.—Adjourned.

EVENING SESSION.

Mr. Pennington introduced a resolution rescinding the resolution for night sessions.

Mr. Muchmore moved to lay the resolution on the table. Agreed to.

Bills on final passage.—The bill to ascertain the number of justices of the peace to which each township is entitled, making the census last taken in the state and published with the laws, the basis—was taken up, explained by Mr. Doremus, and passed—38 to 6.

The supplement appointing an additional commissioner of deeds for the State of New York, resident at Newburg, was taken up and passed—44 to 0.

The further supplement for the relief of creditors against absconding and absent debtors, was passed—33 to 13.

The bill to incorporate the Union Ferry Company at Elizabeth, passed—48 to 0.

MEDICAL LAWS.

The supplement to the Medical Society of this state—a bill agreed upon by the Medical Society of the state—making it necessary that all persons before practicing physic or surgery in this state, shall first secure a licen-e from said medical society.

Mr. Muchmore moved to postpone the bill indefinitely.

Mr. McDonald opposed the motion, and said it was important that we look well to the protection of those who have our health in keeping.

Mr. Barrett said he was in favor of postponement; and until it was proved that the practice under the new act has worked bad to the health of the community, he was in favor of continuing it in force. It certainly had worked no harm; at least he had heard of none. He was opposed to the monopoly of medicine, and thought some of the homœopathic practitioners were quite as successful as those licenced by the censors.

Mr. Jenkins also spoke against the bill, and made some amusing remarks on the subject.

The motion to postpone indefinitely was agreed to by a large vote.

The bill to incorporate the Trenton and Allentown Turnpike Company, was taken up.

Mr. Wooley explained the bill, and it passed.

The bill to establish a ferry at Aten's, Warren county, was taken up.

Mr. Beatty explained and advocated the bill.

Mr. Parry opposed it on the ground of its granting an exclusive privilege to an individual for a half mile above and below his property. The bill was passed—32 to 17. Adjourned.

WEDNESDAY, March 5.

SENATE.

Petitions, &c.—From citizens of Hudson, for the Newark and Hudson Railroad, and the extension of the Central road.

Reports of committees.—By Mr. Rafferty (corporations), supplement to Central Bank of New Jersey, at Hightstown.

By Mr. Speer (judiciary), supplement to insurance companies; supplement to act to authorize Jeremiah Stull to construct a dam across Great Egg Harbor creek; to authorize the road districts of Franklin, in Sussex, to elect their own overseers.

The concurrent resolution from the House, appointing Lewis Parker, Charles Brearley, and Anthony Rowley, appraisers of the State Prison, was taken up.

Mr. Allen moved to substitute the name of Charles Parker for Lewis Parker, on the ground that the former was intimately acquainted with the duties of the post—having occupied it for some time. Lost—6 to 9. The resolution was then agreed to.

Passed.—To authorize the planting of oysters in lands covered with water in Maurice river Cove; to erect an election district in Bergen, Hudson county; supplement to act concerning fees and costs; for the promotion of the agricultural interests of this state.

The bill relative to Usury, authorizing parties to make bargains at 7 per cent. in certain cases, being called, on its final passage,

Mr. Allen said if he had been in his seat when this bill was on its second reading, he should have moved to amend the title so as to read—"An act for the benefit of the rich at the expense of the poor." He did not believe that the people of this state wanted a law of this character. It has not been asked for. Its passage would be detrimental to borrowers, and prove of benefit only to the lenders, who constitute but a small portion of the body politic. He hoped the bill would not receive the sanction of the Senate.

Mr. Riggs said this bill was not for the benefit of the rich, but for the poor—the borrowers. The simple object of the bill was to authorize men to make their own bargains. Every one knows that when money is worth more than 6 per cent., more than 6 per cent. must be paid for it. The bill merely restores to man the natural right to make his own bargains. Is this wrong? Is he to be supposed incapable of self-government? The bill provides also that

when a greater rate of interest than 7 per cent. has been paid or received, the amount actually lent may be recovered, without interest or cost of action, in any action that may be brought therefor. This, certainly, cannot be considered wrong. A man is entitled to receive his own. Mr. Riggs argued at some length in favor of the bill.

Mr. Franklin thought it was always dangerous to change the settled policy of the state on any important question. In this State, we have gone on prosperously under 6 per cent., and he could see no necessity for a change. This bill, he believed, had been concocted by the money-lenders, exclusively for their benefit; the great mass of the people, certainly, do not ask for it. They are satisfied with the existing rate, and would be seriously injured by any change. The lenders are but a small body, and he thought they were not entitled to exclusive consideration. The passage of this bill would create a general disturbance in monetary affairs—would unsettle existing contracts, &c. He maintained that it ought not to be passed, adducing additional arguments against it.

Mr. Allen contended that those states, in which 6 per cent. is the legal rate of interest, (and they number nineteen or twenty) are the most prosperous in the Union, and he considered this a strong argument against any alteration of the state laws on this subject.

Mr. Franklin again spoke in opposition to the bill, and was followed by Mr. Riggs in its favor. After further debate, in which Messrs. Howell and Allen participated, both in opposition to the bill, on motion of Mr. Price, its further consideration was postponed for the present.

Passed.—Supplement to Jersey City Water Works; supplement to Camden, Ellisboro and Marlton Turnpike; supplement to act concerning wrecks; supplement to act concerning roads; respecting public schools in Trenton; creating the eleventh ward in the city of Newark; exempting the New Jersey Historical Society from tax; concerning firemen in Belleville, Essex county; to incorporate the Princeton Mutual Fire Insurance Company; for the relief of the Long Branch Presbyterian Church.

Lost—Supplement to act securing to creditors an equal distribution of the estate of debtors; to renew the charter of Mount Holly and Camden Railroad; to legalize the will of Margaret Bradford. [The last two bills were subsequently reconsidered.]

Adjourned.

AFTERNOON SESSION.

Petitions.—For the Salem Railroad; the annual report of the Rahway Savings' Institution.

Reports.—By Mr. Speer, (judiciary) several Assembly bills; for the collection of demands against vessels, ships, &c.

By Mr. Rafferty, (corporations) to incorporate the Union Ferry Company; relative to Allentown and Trenton Turnpike.

Bills introduced.—By Mr. Laird, to incorporate the Monmouth Agricultural Society.

Passed.—To incorporate the Salem and Camden Railroad; supplement to act to enable the owners of lands on the Assanpink creek to clear out and straighten the same.

Ordered third reading.—Supplement to act authorizing Jeremiah Stull to construct a dam across Great Egg Harbor river; authorizing the city of Hoboken to sell or exchange a certain burying-ground; supplement to act to punish frauds on the incorporated banks of this state, (this bill required monthly statements from all banks, but was so amended by Mr. Allen as to require only quarterly statements;) relative to the Clinton Bank; joint resolutions relative to the Clayton-Bulwer Treaty.

Mr. Speer moved a suspension of the rules, in order to take up the Newark and Hudson Railroad bill on its final passage.—Agreed to.

Mr. Franklin moved that the bill be postponed to the next session of the Legislature. Lost, 3 to 12.

The bill was then taken up, and being read, was lost 9 to 9.

Ayes.—Cowperthwaite, Howell, Laird, Rea, Riggs, Robertson, Smith, Somers, Speer.

Nays.—Alexander, Allen, Bramhall, Depue, Diverty, Franklin, Martin, Price, Rafferty.

Ordered third reading.—To establish a ferry across the Delaware, at Columbia, Warren county; to incorporate the Trenton and Allentown Turnpike; supplement to act for relief of creditors against absconding debtors.

The bill for the extension of the Central Railroad was taken np on its final passage.

Mr. Rafferty spoke at some length in favor of the bill. He said that the people all along the entire line of the Central Road were interested in this extension. It is not merely the Road that asks for the passage of this bill, but 15,000 petitioners have demanded the extension, as the means of promoting their interests. The proposed extension would not compete, in a legitimate sense, with any other road. The only question to be considered is that of navigation, and this is raised, not by the navigating interest, but by a railroad. Mr. Rafferty proceeded to argue that the passage of the bill was demanded by the best interests of all the central portion of the state.

After further remarks by Mr. Franklin against, and Mr. Rafferty for the bill, the vote was taken and it was lost 7 to 11.

Bills introduced—By Mr. Laird, to incorporate the Mechanics and Traders Bank of Jersey City; Farmers and Oystermen's Bank of Jersey City.

The bill to incorporate the Columbia and Kinkora Turnpike was ordered to a third reading.

The supplement to the act to secure to creditors an equal distribution of the estates of debtors, was passed, being explained by Mr. Speer.

Mr. Riggs moved to reconsider the vote by which the bill for the extension of the Central Railroad was lost. Agreed to.

On motion of Mr. Bramhall, the Newark and Hudson Railroad bill was also reconsidered.

The bill authorizing the city of Hoboken to sell a certain burying-ground was passed.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Barrett.

Petitions, &c.—Mr. Osborne, in favor of Phillipsburg Bank.

Mr. Pennington, two in favor of Bloomfield Park and Agricultural Association.—Mr. Beers, two on the same subject from members of the board of chosen freeholders of Camden, in favor of said bill. Mr. Parry, remonstrances against the same.—Mr. Kille and Mr. Wells, several in favor of same. Mr. Schoonmaker, on the same subject. Mr. Harker, a remonstrance on the same subject. Mr. Jenkins, one in favor of the same. Mr. Obdyke, in favor of the same. Mr. Pennington, from four justices of the peace of Camden county, in favor of the same. Also, one from one of the incorporators of the bill, denying that he was opposed to the passage of the bill.—Mr. Doremus, three in favor of the same.—Mr. Barrett, twenty remonstrances signed by over five hundred persons against the same. Mr. Albertson, a remonstrance against, and Mr. Tomlin, a petition for the same. Mr. Winans, a remonstrance against any alteration to the law relative to the number of members in boards of chosen freeholders. Mr. Albertson, to prevent swine running at large in Paulsborough, and a remonstrance on the same subject.—Mr. Bartlett, against repealing the act for a bridge across Mullicas river.

Reports of committees.—Mr. Dutcher, (judiciary) several bills.

Mr. Beatty, from corporations, the supplement to Rifton Manufacturing Company.

Mr. Gaunt, several engrossed bills.

Mr. Wells, (special committee) to dam off Mill creek, in Cumberland.

Mr. White, (agricultural) from the committee to whom was referred a resolution to inquire into the expediency of purchasing a pamphlet entitled the "Farmers Railroad," by Dr. Lewis A. Hall, for the farmers of New Jersey, reported adversely to the purchase of the same—believing it improper to purchase books by the state for one interest. They regard the expense another objection, and although they acknowledge the importance of the subject, they think the Geological Survey will answer all the purposes at the present.

The report was adopted.

Mr. Pennington, (municipal) reported the bill to set off the new township of Elizabethport.

Mr. Pennington offered a resolution, requesting the Senate to return to the House, the bill incorporating the eleventh ward in the city of Newark.

A discussion followed between Mr. Bathgate, Mr. Doremus, and Mr. McDonald, and the resolution was lost, 3 (Beatty, Doremus, and Pennington) to 33.

Mr. Jones gave notice of a bill to incorporate an institution of learning at Bordentown.

Mr. Barrett introduced the following:

Resolved, (Senate concurring) that the inspectors of the State Prison, be and they are hereby authorized to audit and settle the claim of Silas Thomas, for lumber heretofore furnished for the use of the said Prison, and pay to him such monies, if any, as may be found equitably due.

Mr. R. S. Demarest moved to lay the resolution on the table. Lost 21 to 30.

Mr. Muchmore moved the adoption of the resolution.

Mr. Lafetra moved to lay that motion on the table.

Remarks were made by Mr. McDonald, who was in favor of laying the resolution on the table; Mr. Barrett against, Mr. Collom and Mr. Lafetra in favor: it was lost 23 to 28.

Mr. Dutcher moved to postpone until to-morrow.

Mr. Lafetra moved an indefinite postponement. This motion taking precedence, it was lost 24 to 29.

Mr. Dutcher's motion was then lost 24 to 29.

The question then came up on the adoption of the resolutin.

Mr. Dutcher would have no objection to the resolution, if it did not imply a contract with the State.

Mr. Muchmore and Mr. Barrett, stated that there certainly could be no harm in referring the motion to the inspectors. No money is to be paid unless it is equitably due.

Mr. Jenkins was in favor of the resolution, and read a long statement of the circumstances connected with this affair.

Mr. Mc Donald followed against the resolution.

The question was then taken, and the resolution was lost 28 to 28, as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Brown, Buckley, Cook, Edmunds, Harker, Hatfield, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jenkins, Jones, Keen, Kille, Muchmore, Parry, Perry, Plummer, E. C. Smith, Tomlin, Wells, Winans, Whritenor—28.

Nays—Barriclo, Beatty, Beers, Budd, Carr, Collom, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Dutcher, Frambes, Gaunt, Gould, Lafetra, McDonald, Obdyke, Osborn, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Schoonmaker, Vorhis, Willever, Wooley, White—28.

Mr. Brown introduced joint resolutions in regard to the protection of life and property on the New Jersey coast.

Mr. Dutcher introduced a bill to confirm certain deeds.

The Speaker laid before the House the annual statement of the Orange Savings' Bank.

BLOOMFIELD PARK AND AGRICULTURAL ASSOCIATION.

The motion to reconsider the vote by which the bill to incorporate the Bloomfield Park and Agricultural Association, had been laid on the table and made the order of the day for to-day,

Mr. Osborne moved to take it up.—Agreed to.

The vote was then reconsidered, 39 to 15.

Mr. Osborne then moved to take up the motion for a reconsideration of the vote by which the bill to incorporate the Phillipsburg Bank was lost. Agreed to.

The vote was reconsidered.

The bill to incorporate the Bloomfield Park and Agricultural Association was then put on its final passage.

Mr. Harker spoke against the bill at some length. He said there were 1407 remonstrants against the bill. Mr. Wells advocated it. Mr. McDonald opposed the bill on the ground that it allowed horse racing. He had a contempt for a 2.40 horse—they were unfit for anything except for fancy men. He regarded it as a retrogade movement in morals to pass this bill. Mr. Jenkins spoke at some length in favor of the bill. He showed that the value of horses was fixed according to their speed. He said the gentleman from Essex had a horror for fast horses—perhaps the gentleman is one of the slow horse kind—the difference is that his colleague, (Mr. Robins) plowed his ground with a pair of horses worth $3000—while the gentleman from Essex is walking, my colleague trots. He then went into a description of the stock of horses, and their value in consequence of their training. Mr. Robins gave a description of his stock and attributed their improvement to some such means, as contemplated by this bill. He thought it had not injured his reputation in his own neighborhood.—Mr. Barrett spoke with much feeling against the bill, showing the demoralizing effects likely to grow out of it.

The question was then taken, and the bill was lost 17 to 37—as follows:

Ayes—Bathgate, Beatty, Carr, Frambes, Gaunt, Herbert, Jenkins, Kille, Lafetra, Obdyke, Osborne, Pennington, Rittenhouse, Robins, Sergeant, W. Smith, Tomlin—17.

Nays—Albertson, Baldwin, Barrett, Bartlett, Barriclo, Bathgate, Beers, Brown, Buckley, Cook, R. S. Demarest, T. W. Demarest, Speaker, Demott, Doremus, Dutcher Edmunds, Elmer, Gould, Harker, Hatfield, Hoagland, Hopping, Howell, Keen, McDonald, Muchmore, Parry, Perry, Plummer, Schomp, E. C. Smith, Schoonmaker, Vorhis, Wells, Winans, Willever, Wooley, Whritenor, White—37.

AFTERNOON SESSION.

BANKS.

The bill to charter the Phillipsburg Bank was taken up, and passed 37 to 22, as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Barriclo, Beatty, Brown, Buckley, Collom, Cook, Edmunds, Elmer, Frambes, Harker, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Perry, Plummer, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Wells, Willever, Whritenor, White—37.

Nays—Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Dutcher, Gaunt, Gould, Hatfield, Jenkins, Lafetra, Pennington, Rittenhouse, Robins, Schomp, Sergeant, Vorhis, Winans, Ward. Wooley—22.

The vote by which the Mount Holly Bank was lost, was then reconsidered, and the bill put upon its final passage, and lost as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Brown, Buckley, Collom, Cook, Edmunds, Elmer, Gaunt, Harker, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Perry, Plummer, E. C. Smith, Schoonmaker, Wells, Willever, Whritenor, White—33.

Nays—Barriclo, Bathgate, Beatty, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Dutcher, Frambes, Gould, Hatfield, Jenkins, Lafetra, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Tomlin, Vorhis, Winans, Ward, Wooley—27.

Mr. Pennington offered a concurrent resolution to change the time of adjournment from the 7th to the 14th.

Mr. Perry moved to lay the motion on the table. Agreed to.

Mr. Lafetra called up the resolution offered by him, declaring it inexpedient to pass any special banks, and remarked that it was high time to put an end to this kind of legislation by which it is proposed to flood the state with worthless bank paper.

The House refused to take up the resolution.

Mr. Gould, (ways and means,) reported the bill making an appropriation to the State Prison; also a joint resolution asking for aid in working the apparatus for the preservation of life and property on the coast of New Jersey.

The bill to incorporate the Domestic Bank at Paterson, was taken up on its final passage.

Mr. Buckley advocated the bill at some length, showing the difficulties under which the people of Paterson labor for want of banking capital. The working men of that city are now compelled to have their notes discounted at a losing rate. It was for their benefit that this bank is asked.

Mr. Jenkins acknowledged the force of the appeal in favor of this institution; he would vote for it because the working men asked for it, were it not for the principle involved.

The bill was lost as follows:

Yeas—Barrett, Bartlett, Brown, Buckley, Collom, Edmunds, Elmer, Harker, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, McDonald, Muchmore, Osborne, Parry, Perry, Plummer, E. C. Smith, Schoonmaker, Wells, Whritenor—25.

Nays—Barriclo, Beatty, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest (Speaker), Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Jenkins, Kille, Lafetra, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Tomlin, Vorhis, Ward, Wooley White—27.

The act to incorporate the Millville Bank, of Millville, Cumberland county, was taken up on its final passage.

Mr. Wells said:

Mr. Speaker: The bill upon which the House is now about to act is one affecting my constituents, and it is therefore that I rise to make some remarks in a plain way to show why, I think, it should receive the sanction of my fellow members on this floor.

My own course, while I have had the honor to occupy a seat here, has ever been calmly and dispassionately, without party bias, or bias of any other kind, to consider the merits of every bill presented, for my vote. To this I think every gentleman here will bear me witness. In every case, no matter who has brought in the bill, whether democrat, whig, or American, if it has possessed merit, I have cheerfully given it my support.

This, sir, seems to be the rule which should govern Legislators. I ask, sir, that we may all be guided by this rule in acting upon this bill. I am aware, Mr. Speaker, that in asking the passage of this bill, I run counter to a prejudice entertained by some against special charters. I know, sir, that I may be referred to the general law authorizing banking, and told that under

that law, my constituents can secure the privileges this bill accords them. Sir, I do not wish on this occasion to war against the honest opinions of any gentleman in this house—nor is it any part of my purpose to call in question the utility and adequacy to the business wants of the community of the general law. I have only to say, that so far as the lower counties are concerned, they have not been benefitted by the banks organized under the general law.

And if you refuse them this bill, they must do without a bank. *Every* bank started under the general law in West Jersey, has been compelled to stop business. It has been found useless, impracticable, and unprofitable to attempt to do a banking business under this law. Will you ask us to have what will do us no good? and as my friend from Burlington (Mr. Collom) said the other day, when they ask for bread, will you give them a stone? when they ask for fish, will you give them a serpent? Sir, there is but one bank in the counties of Cape May, Cumberland and Atlantic.—This bank has been in existence nearly half a century, and is a sound, safe, and well-managed institution. To its operations our business community is greatly indebted for their prosperity and advancement.—We appreciate the blessings it has conferred, and would not interfere with its business. It is distant ten miles from where we are asking the House to place another. The two institutions will not be rivals, but mutual assistants to each other. Mr. Speaker, I have no interest in this bill that is not common to every one of my constituency—I do not expect to be the proprietor of a single share of its stock, nor hold office of any kind in this bank. Sir, I am quite sure I never shall do either.

I can say, Sir, that this bank will never benefit me one dollar. It will benefit me as it will all poor men, who live near it, and not otherwise.

I can say with the poet,

> "No foot of land do I possess,
> No cottage in this wilderness,
> A poor wayfaring man."

And, sir, I can say with truth and with feeling, that if I thought this bank would ever defraud or injure the poor man to the value of one penny, I would never give my assent to it, but would shout nay, with the loudest when the vote should be taken on the final passage of this bill, but knowing the gentlemen named as corporators, to be high minded, honorable and honest; knowing them to have been the architects of their own fortunes, and, therefore to be trusted by the community; knowing, sir, that they are incapable of abusing the privileges you may grant them, I ask, yea, I entreat you pass this bill. Sir, this bank would benefit a large population and many interests. Millville has a population of over three thousand, as industrious and enterprising as any to be found in the State.

They owe much to the natural advantages of their situation—nothing as yet to legislation. By their own unaided exertions have they made Millville what it is to-day; a chief source of prosperity to our county. Sir, they ask at your hands a bank—the first favor they have ever asked of the state, to assist their efforts, and enable them to make larger strides toward permanent wealth and prosperity. The commercial and manufacturing interests of Millville require this institution; she has eight store houses, doing a business of several hundred thousand dollars annually.

She has an extensive iron foundry, with a capital of over one hundred thousand dollars; employing a hundred men and supplying some of the principal cities of the Union with gas and water pipes.

She has a large cotton factory with a capital of three hundred thousand dollars, employing hundreds of operatives, and producing fabrics, not excelled by any other factory in the United States. She has nine glass houses, in which are manufactured vials and bottles of superior quality, and of every description, all of which find their way to all parts of our country. The capital employed is also very heavy in these works; when in full blast the expenses are over twelve thousand dollars per month, and giving employment to more than two hundred and fifty hands.

Vessel building is one of the chief employments of her people; vessels of from three to four hundred tons burthen, are constantly in process of building, and there is now upon the stocks an elegant schooner of four hundred tons, just ready for launching. Hundreds of tons of vessel property are owned in Millville, and are employed in the carrying trade between our county and the great commercial marts of the United States.

Such, sir, are the interests of Millville, which require this bank for their convenience and advancement. Her people are all working men, like myself they earn their bread by the sweat of their brows. I feel proud to be their representative here, and to have the opportunity to raise my humble voice in their behalf. But it is not Millville alone, that will be benefitted by this bill.

Other interests ask for this bill.—Six miles below Millville is Port Elizabeth; there are two flourishing glass manufactories and one large starch works, employing many men and requiring a considerable amount of capital; next comes Dorchester, Mauricetown and Leesburg. These are all active places, inhabited by an industrious population, wanting banking facilities at all of those places. Vessel building is an important branch of business. There are now on the stocks and under contract four vessels at Dorchester, one at Leesburg, two at Mauricetown and one at Port Elizabeth. There is also a large oyster traffic on our river, supplying the principal cities; many gentlemen on this floor are qualified by long experience to attest the excellent quality of Maurice River Cove oysters. They should at least be willing to favor the class who provide for them such delicious bivalves. Legislators are proverbial for their love of oysters, terrapin and champagne. Newark, which produces a good deal of champagne, has come in for a large share of legislative favor. Last session at the instance of my friend from Essex, (Mr. Pennington,) some legislation was obtained for the terrapin interest; let us now see what gentlemen are willing to do for the region that sends them Maurice Coves.

As I said in the beginning, Mr. Speaker, my constituents owe much to the natural advantages of their situation; we have at Millville and Port Elizabeth ample water power, and there is no reason in nature why they should not become distinguished for manufactories of all kinds. If the state would but deal as bountiful to us as nature has dealt with us, our population would increase, our manufactories extend and our business of all kinds would expand.

Without railroads, without the aid of legislation, without corporate privileges of any kind, we have grown to our present importance; we are a thriving people. My district is a beehive for industry and frugality. We have chuches and school houses, Mr. Speaker, showing that in the midst of our material prosperity we have not neglected the spiritual and educational wants of ourselves and our children. Our one great want is what I am asking this House to supply; give us this bank charter. I ask it, sir, as something essential to the continued prosperity of my county. Sir, why should not the House pass this bill—all of my constituents ask for it, not one man in all my district objects to its passage, not a single remonstrance against it. Will you not permit us to judge for ourselves what is for our own good? I have endeavored, sir, to show the House good reasons why they should pass this bill. I trust I have succeeded. If I have of course the fate of the bill cannot be doubtful. I believe every member here is actuated by reason and right in his vote upon measures as they come up. I ask you, gentlemen, to ponder well this bill and to think of the arguments I have advanced; consider too how little legislation has been done for my section of the state; consider how much has been done for other sections, are we unreasonable in our requests? Does the granting of a small charter go beyond the benignity of this House? Sir, I trust not. I trust every member here will make this case as his own, and when he comes to vote, will vote as he would wish every other member to vote upon an application coming from his own constituents.

Sirs, follow the golden rule, "Do unto others as you would have them to do unto you."

The bill was lost as follows:

Yeas—Albertson, Baldwin, Barrett, Bartlett, Brown, Buckley, Cook, Edmunds, Elmer, Harker, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Obdyke, Osborne, Parry, Perry, Plummer, E. C. Smith, Schoonmaker, Wells, Willever, Whritenor—30.

Nays—Barriclo, Beatty, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Hatfield, Jenkins, Lafetra, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Tomlin, Vorhis, Winans, Ward, Wooley, White—28.

The American Exchange Bank bill was then taken up, and lost by the following vote:

Yeas—Albertson, Barrett, Bartlett, Brown, Buckley, Cook, Elmer, Hoagland, Howell, Jones, McDonald, Muchmore, Osborne, E. C. Smith, Whritenor—15.

Nays—Baldwin, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, Demott, Doremus, Frambes, Gaunt, Gould, Hatfield, Hopping, Hutchinson, Keen, Kille, Lafetra, Obdyke, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Tomlin, Vorhis, Winans, Wooley—28.

The amendments made in the Senate to

the Assembly bill, relative to clearing out the Assanpink creek were agreed to and ordered a third reading.

The supplement to public schools relative to salary of superintendent, and plans of building school houses, was advocated by Mr. McDonald, and passed 40 to 6.

To incorporate the Newton Hotel Company, after being advocated by Mr. Obdyke and Mr. Gould, was lost 28 to 23.

Mr. R. S. Demarest (Militia) reported a bill to appoint a commission to codify the militia laws of this State; also the bill relative to the Camden Brigade. Adj.

EVENING SESSION.

The bill to repeal the act relating to plank and turnpike roads was lost 26 to 12.

Mr. R. S. Demarest in consequence of the thinness of the House, moved to take up bills on second reading.

Mr. Pennington said he hoped the resolution would not prevail. It was important in the consideration of bills on second reading, that the House should be full.

Mr. Pennington moved the House adjourn. Lost 15 to 23.

Mr. R. S. Demarest's resolution then prevailed.

The supplement to the Hoboken charter was taken up.

Mr. Hatfield said that this bill was not what he had presented to the House. The amendments he had presented were not here. They had been asked for by the people of Hoboken; why the mayor of Hoboken has seen proper to interfere in this matter he could not say.

Mr. Pennington replied that he had reported the bill in pursuance of the wishes of the mayor and others of Hoboken.

The bill was recommitted, in order to have the amendments printed.

The bill to prevent the gathering of toll on turnpikes on Sunday, was postponed to the next session of the legislature, on motion of Mr. Collom.

The bill providing for the election of one freeholder in the several townships and wards of Hudson and Essex counties, and one in each ward of Jersey City, Trenton and Camden was taken up.

Mr. Baldwin moved to strike out Essex county. Lost 14 to 21.

Mr. Elmer moved to amend so as to give the townships two freeholders, and the wards one in Essex. Agreed to 23 to 12.

Mr. Hatfield moved to strike out the county of Hudson. Agreed to.

The bill was then postponed for the present.

The supplement to the city of Trenton providing for the opening of the spring elections at 8 o'clock in the morning, and to close at seven o'clock in the evening, and to allow Common Council to raise such tax as may be necessary for city purposes was taken up, and ordered to have a third reading.

The bill to prevent swine from running at large in Paulsborough, was postponed to the next session of the legislature.

To enable the board of chosen freeholders of the county of Passaic, to issue bonds in satisfaction of debts, was ordered a third reading.

The bill to authorize the county of Cape May to subscribe to the capital stock of the Raritan and Delaware Bay Railroad company.

Mr. Edmunds moved to amend so as to also authorize the City of Cape Island.

Mr. Pennington moved the indefinite postponement of this bill. It appeared an attempt to get up a speculation on the part of counties in railroad stock, which does not legitimately belong to counties, but to individuals.

Opposed by Mr. Edmunds and Mr. Brown.

Mr. Muchmore inquired whether there was any general law under which the gentleman of Essex proposed to put the bill?

The motion to postpone was lost, and the bill was ordered to have a third reading.

Ordered 3rd Reading.—The bill to incorporate the Railroad Trust Company; the Hope Express Company; supplement to Crosswicks and Trenton Turnpike Company, amended; to incorporate the Elizabeth Library Association; to incorporate the Hackensack and New-York Railroad Company.

While the last bill was under consideration, the House adjourned.

THURSDAY, March 6.

SENATE.

Petition.—For a bridge over Cooper's creek.

Reports.—By Mr. Rafferty, (corporations) the bill to incorporate the Farmers' and Oystermens' Bank at Keyport, and the Mechanics and Traders Bank, at Jersey City, with a recommendation that they be not passed.

Passed.—Repealing a supplement to the act for the preservation of sheep; to incorporate the Trenton and Allentown Turnpike Company; to establish a ferry across the Delaware, at Columbia, Warren county; supplement to act authorizing Jeremiah Stull to construct a dam across Great Egg Harbor river; joint resolutions relative to the Clayton-Bulwer Treaty, as follows:

WHEREAS, a treaty was concluded in the year eighteen hundred and fifty, between the governments of Great Britain and the United States, commonly called the Clayton and Bulwer Treaty, binding both governments and containing, among other stipulations, these—"neither will occupy, or fortify, or colonize, or assume, or exercise any dominion over Nicaragua, Costa Rica, the Mosquito Coast, or any part of Central America;" "neither will use any protection, which either affords or may afford, on any alliance which either has or may have to or with any state or people, for the purpose erecting or maintaining any such fortifications, or of occupying or colonizing Nicaragua, Costa Rica, the Mosquito Coast, or any part of Central America, or of assuming or exercising any dominion over the same;" and whereas, the government of Great Britain has hitherto failed to comply with the above stipulations, under the plea that the treaty does not mean what its language plainly expresses; and whereas, the government of Great Britain has, through its agents and officers, attempted to enlist men for its military service within the territory of the United States, in violation of our laws and derogation of our sovereignty; therefore,

1. Be it resolved by the Senate and General Assembly of the State of New Jersey, That New Jersey will sustain the national administration in maintaining that construction of the Clayton-Bulwer treaty plainly expressed in its language, or in abrogating said treaty entirely.

2. And be it resolved, That if the government of Great Britain should refuse to make such reparation and apology as the occasion requires, then a due regard for the honor and interest of this country requires a prompt dismissal of those officials who have abused their privileges by attempting to enlist men within the territory of the United States.

Ayes.—Alexander, Bramhall, Depue, Diverty, Price, Rea, Riggs, Robertson, Rafferty, Smith, Somers, Speer—12.

Nays.—Allen, Cowperthwaite, Franklin, Howell, Martin—5.

Relative to the Hudson Brigade; to incorporate the Columbus and Kinkora Turnpike; supplement to act for relief of creditors against absconding debtors; authorizing a bridge over Cooper's Creek, with House amendments.

Mr. Rafferty, from the committee on corporations, reported the bill to incorporate the Phillipsburg Bank, with a resolution that it is inexpedient to grant any special charters at this session of the Legislature.

Mr. Allen moved that the consideration of the resolution be postponed until afternoon. Agreed to.

Ordered third reading.—To establish an independent battalion in Bergen county; to authorize road districts in Franklin, Sussex county, to elect their own overseers; supplement to Central Bank of New Jersey, at Hightstown; to secure to operatives in manufactories and other employees, their wages; supplement to act concerning Insurance Companies; supplement to Paterson—this bill was subsequently passed; supplement to act concerning justices of the peace; supplement to Telegraph Companies.

The bill repealing so much of the several railroad charters of this state, as requires such roads to pass members of the legislature free of charge, was then taken up.

Mr. Allen moved that it be postponed to the next session of the legislature, and spoke at some length against the passage of this bill at this time.

Mr. Riggs argued in favor of the bill and against its postponement, and was followed by Mr. Franklin against the bill.

The motion to postpone was lost.

Mr. Diverty then offered an amendment that the various railroad companies shall be required to pass members of the legislature free of charge the entire year. Lost.

Mr. Franklin moved to amend so that officers as well as members should be carried free. Adopted.

The bill was then disagreed to, 8 to 9.

Ayes—Alexander, Depue, Martin, Price, Riggs, Robertson, Smith, Speer—8.

Nays—Allen, Bramhall, Cowperthwaite, Diverty, Franklin, Howell, Rea, Rafferty, Somers—9.

Bills introduced—By Mr. Allen, to incorporate Bloomfield Park and Agricultural Association; by Mr. Bramhall, to appoint commissioners to run a water line on the Hudson—referred to Messrs. Bramhall, Allen and Riggs. Adjourned.

AFTERNOON SESSION.

Petitions.—For the passage of the bill to limit the salary of the deputy adjutant-general; also, a remonstrance on the same subject.

(The memorials, with the bill, were referred to a special committee : Messrs. Allen, Chetwood and Bramhall.)

Reports.—By Mr. Rafferty, (corporations) several Assembly bills.

Mr. Allen called up the resolution reported by the committee on corporations against granting any special bank charters.

The resolution was lost, 8 to 11, as follows:

Ayes.—Alexander, Bramhall, Depue, Riggs, Robertson, Rafferty, Somers, Speer.

Nays.—Allen, Cowperthwaite, Chetwood, Diverty, Franklin, Howell, Laird, Martin, Price, Rea, Smith.

The act relative to usury, allowing seven per cent in certain cases, was lost, only Messrs. Alexander, Depue and Riggs voting in its favor.

Passed.—To legalize the will of Margaret Bradford; to incorporate the Jefferson Manufacturing Company.

Lost.—To authorize school district No. 1 of Belvidere, to convey school lot.

Mr. Bramhall offered a concurrent resolution to adjourn on Friday. After debate, the resolution was agreed to, 10 to 8, as follows:

Ayes.—Alexander, Allen, Cowperthwaite, Franklin, Laird, Martin, Rea, Rafferty, Smith, Speer.

Nays.—Bramhall, Chetwood, Depue, Howell, Price, Riggs, Robertson, Somers.

Ordered third reading.—To incorporate the Phillipsburg Bank; supplement to Cape Island Turnpike; to incorporate the Union Ferry Company; supplement to act relative to commissioners of deeds; authorizing inhabitants of Lawrence, in Mercer county, to vote by ballot.

A resolution was adopted, directing the Secretary to purchase twenty-four copies of Nixon's Forms for the use of the Senate, as follows :

Ayes.—Bramhall, Chetwood, Diverty, Franklin, Howell, Martin, Rea, Rafferty, Smith, Somers, Speer—11.

Nays.—Alexander, Comperthwaite, Depue, Laird, Price, Robertson—6.

The select committee to whom was referred the bill to limit the salary of the deputy adjutant-general, presented a report, which was read, and ordered to lie on the table.

The supplement to the Jersey Shore Improvement Company was lost.

(This bill was subsequently reconsidered.)

Mr. Robertson, from the committee on agriculture, reported the Assembly bill for the promotion of the Geological Survey, without amendment.

A resolution was adopted to furnish the Secretary, Assistant, and Sergeant-at-arms with a copy each of Nixon's Digest. Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Barrett.

Reports of committees.—Mr. Dutcher (judiciary) to regulate elections in Franklin; respecting highways in Newton; supplement to inns and taverns.

Mr. Beatty (corporations) Newark and Elizabeth Plank road; Salem and Camden railroad; supplement to Bergen Plank road; supplement to Sparta Manufacturing Company.

Mr. Pennington (municipal) for a new election district in Newton, Camden.

Mr. Plummer introduced a bill to regulate courtship and marriage.

The Speaker decided the bill out of order.

Bills on final passage.—The bill to pay witnesses who attend upon grand juries, was taken up. Passed—32 to 14.

Supplement to act for clearing out and straightening Assanpink creek. Passed—48 to 0.

To authorize city of Elizabeth to borrow $10,000, to build a school house. Passed—45 to 0.

Supplement respecting conveyances was taken up.

Mr. McDonald explained the nature of the bill, and the necessity for its passage. The object of the bill is to obviate all formal defects in deeds previous to the 4th of July, 1856; and all deeds are to be void against a subsequent purchaser or mortgager, unless the deed shall have been recorded, or left with the clerk for that purpose.

Mr. Dutcher advocated the bill, as necessary to defend purchasers in their rights, to prevent litigation, and to secure purchasers against fraud.

The bill was passed—52 to 0.

Concurrent resolution from the Senate, authorizing the purchase of Webster's Unabridged Dictionary for the State Library, was concurred in by the House, without a division.

The act to ascertain the boundary line between the county of Monmouth and the counties of Mercer and Middlesex was taken up.

This bill was opposed by Mr. Dutcher, because the counties of Middlesex and Mercer, had not been consulted. Mr. Jenkins also opposed it.

Mr. Herbert and Mr. Collom advocated the bill, and it was lost—20 to 27.

The bill supplemental to the act respecting coroners passed—47 to 0.

The bill to simplify the pleadings in law, passed 43 to 0.

The bill to alter the time of electing trustees of the Presbyterian church of Orange, passed 47 to 0.

The supplement relative to the court of pardons, was explained by Mr. McDonald, and passed 49 to 0.

The bill relating to the Geological survey making an additional appropriation of $25,000, was taken up, explained by Mr. McDonald, and passed 54 to 1, (Mr. Osborne.)

The supplement to the charter of the Mount Holly and Ayrestown Turnpike company, was passed 47 to 0.

To charter the Burlington and Columbus Turnpike—passed 45 to 0.

The supplement to incorporate the Ramapo and Weehawken Plank Road company was taken up.

Mr. Parry offered remonstrances against it.

Mr. R. S. Demarest called for the reading of sundry petitions in favor of said bill.

Mr. Collom spoke at some length in favor of the bill.

Mr. T. W. Demarest (Mr. Parry being in the chair) also spoke in its favor.

Mr. Demott spoke in its favor.

Mr. Hatfield and Mr. McDonald spoke against the bill.

Mr. McDonald moved to recommit.

After considerable debate, Mr. Muchmore called the previous question, and the motion was lost 15 to 30.

The bill was passed 36 to 15.

Adjourned.

AFTERNOON SESSION.

The bill to confirm the will of James Peter Vanhorn, late of the city of New York, was passed 45 to 0.

THE ASYLUM.

The supplement to the Asylum, appropriating $6000 for the expenses of building additional wing, etc., was taken up.

Mr. Collom said :

MR. SPEAKER : In this age of blustering philanthropy, when reformers are multiplied *ad infinitum*, assuming a kaleidoscopic variety of forms ; when the displays of human benevolence are frequently confined to denouncing with bitter malignity, all who do not euphoniously pronounce their beloved shibboleths ; when many, under the guise of CHARITY, for those suffering some real or imaginary evil will only learn to HATE the rest of the race with a *more perfect hatred*, it is delightful to contemplate an object that can check the flowing of the bitter streams that gush unbidden from the corrupt heart, and lull the angry passions to a sweet repose.

Wearied. dejected sir, one afternoon recently, I visited our Asylum. Gazing upon the noble structure in approaching it, another spirit came over me, I entered it, passed from ward to ward. The order, the cleanliness that reign there, are the best panegyric of those who have it in charge. Sir, *then I felt it an honor, to be called a Jerseyman.* What an institution—how God-like its purpose, how successful in the accomplishment of it. I could not but call to mind—nay, rather the circumstances by which I was surrounded, wrought into a living picture, the Redeemer of the world meeting the demoniac among the tombs.—How boundless his compassion. By his interposition, the poor demented one was soon " clothed, and in his right mind."—Sir, many, many, through the agency of this institution, have been restored to their friends, and to the joys of a rational existence. Let me entreat the representatives of New Jersey, through you Mr. Speaker, to visit—aye, *frequently, our own* Asylum, to watch its workings, to meditate upon its results—in a word, to *surrender* themselves to the *ennobling influences* that cluster there, and they cannot fail to leave it, happier and holier men. God bless *the glory of New Jersey*, the unostentations dispenser of untold blessings—*our own asylum*, and may every Jersey tongue, joyously respond—AMEN !

I will not, sir, prevent the House longer from discharging a delightful duty. Shall we not unanimously and joyfully cry, aye, as our names are called by the clerk that the very tones of our voice shall be the index of the deep interest in the institution, which is cherished in our hearts !

The bill was then passed unanimously.

The bill repealing an act concerning Plank and Turnpike roads, after remarks in favor of the bill, was passed 41 to 4, (Hatfield, Jones, Perry, Whritenor.)

The supplement relative to the mode of docketing judgments to Supreme Court.—Passed 39 to 0.

Mr. Demott moved a reconsideration of the vote by which the bill relative to the line between Monmouth, Mercer and Middlesex was lost.

Mr. Dutcher opposed the motion.

Mr. Collom advocated it.

The resolution was lost 24 to 16.

ADJOURNMENT.

A message was received from the Senate announcing that a concurrent resolution had passed, rescinding the resolution to adjourn on the 7th.

Mr. Muchmore, Mr. Collom, Mr. Dutcher and Mr. McDonald explained the business before the House. There were over 200 bills unacted upon—more than one-half of the business of the session.

The resolution was concurred in 34 to 21.

The joint resolutions relative to a Breakwater on the Delaware, were taken up and passed 45 to 0.

Mr. Pennington offered a resolution prohibiting the introduction of any bills after the 7th inst. Adopted.

The bill authorizing repairs to the State Arsenal was passed, 42 to 1 (Mr. Parry.)

FINAL ADJOURNMENT.

Mr. McDonald offered a concurrent resolution to adjourn *sine die*, on Saturday the 15th inst., which was amended by Mr. Tomlin to Friday morning, the 14th, at 10 o'clock, and adopted without a division.

The supplement to Militia Law, increasing the compensation of the State Armorer and his assistant, passed 47 to 2 (Parry, Whritenor.)

The bill relative to the alteration of the State Arms, passed 45 to 1, (Herbert.)

Supplement to act relative to commissioners of deeds, passed 52 to 0.

LIPPINCOTT'S GAZETTEER.

The bill to purchase Lippencott's Gazetteer for the public schools of the state, was taken up.

Mr. McDonald advocated the bill at some length, showing its value and importance.

Mr. Collom and Mr. Harker and Mr. Barrett followed in its favor.

The bill passed 36 to 16, as follows:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Bathgate, Brown, Budd, Collom, Cook, Edmunds, Elmer, Frambes, Gaunt, Harker, Hatfield, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, Kille, McDonald, Muchmore, Parry, Perry, Rittenhouse, Sergeant, E. C. Smith, Tomlin, Wells, Winans, Willever, Wooley, Whritenor—36.

Nays—Barriclo, Beers, Buckley, Carr, R. S. Demarest, T. W. Demarest, (Speaker,) Demott, Doremus, Gould, Lafetra, Obdyke, Osborne, Schomp, W. Smith, Schoonmaker, White—16.

Mr. Perry offered a resolution to rescind the resolution to hold evening sessions.—Carried 37 to 12.

MOUNT HOLLY BANK.

Mr. Tomlin moved a reconsideration of the vote by which the Mount Holly Bank bill was lost.

The speaker decided the motion out of order, the bill having been reconsidered once before.

Mr. Schoonmaker moved a reconsideration of the vote by which the Newton Hotel company was lost.

The motion was laid on the table.

The bill to relieve the Somerville Water Company was passed 32 to 0. Adjourned.

FRIDAY, March 7.

SENATE.

Reports of committees.—Mr. Riggs (education), supplement to act to establish public schools.

Mr. Rafferty (corporations), supplement to Mount Holly and Ayrestown Turnpike Company; to incorporate Burlington and Columbus Turnpike Company.

On motion of Mr. Rafferty, the vote by which the bill authorizing the township of Lawrence, in Mercer, to vote by ballot was ordered to a third reading, was reconsidered.

Mr. Bramhall (from the special committee to whom was referred the bill to appoint commissioners to establish an exterior water line in the Hudson River), reported the same, with amendments.

Passed—To authorize the road districts of Franklin, in Sussex, to elect their own overseers; supplement to insurance companies; supplement to act relative to commissioners of deeds; supplement to Cape Island Turnpike.

Lost—Supplement to telegraph compapanies; to renew the charter of the Mount Holly and Camden Railroad.

The concurrent resolution from the House to receive no public or private bills after to-day, being taken up, Mr. Allen moved to lay it on the table. Agreed to—9 to 7.

The concurrent resolution from the House to adjourn *sine die* on Friday, the 14th, was taken up, when Mr. Allen moved that it also lie upon the table. Lost—9 to 9.

Mr. Allen moved to postpone until Wednesday next. He advocated this motion at some length. It was opposed by Mr. Chetwood, who thought the public business could be completed by the day fixed upon in the resolution. Mr. Franklin advocated the postponement. The resolution to postpone was lost.

The resolution was then concurred in—10 to 8, as follows:

Ayes—Alexander, Chetwood, Depew, Diverty, Howell, Rea, Riggs, Robertson, Somers.

Nays—Allen, Bramhall, Cowperthwaite, Franklin, Laird, Martin, Rafferty, Smith.

Ordered third reading.—To incorporate the Gravelly Ridge Turnpike Company, of Salem county; relative to the Geological Survey; to authorize the inhabitants of Lawrence, in Mercer, to vote by ballot, with amendments; to incorporate the Burlington and Columbus Turnpike; supplement to the Mount Holly and Ayrestown Turnpike; supplement to the act to establish public schools.

Mr. Rafferty introduced a bill to authorize the Governor to appoint commissioners to take the acknowledgment of deeds.

Mr. Rea moved a reconsideration of the vote by which the Senate concurred in the resolution to adjourn *sine die* on the 14th. Lost—9 to 9.

The bill to incorporate the Farmers' and Oystermen's Bank, at Keyport, was taken up, and, pending its consideration, the Senate adjourned.

AFTERNOON SESSION.

Petitions.—For the relief of John Stull, one of the executors of Jeremiah Stull; from the Deputy Adjutant General, for the bill to limit his salary—referred to Messrs. Depue, Cowperthwaite and Franklin.

Bills Introduced.—By Mr. Laird to incorporate the Monmouth Agricultural Society; by Mr. Smith, for the benefit of John Stull.

Lost.—To establish an Independent Battalion in the county of Bergen.

Passed.—To incorporate the Union Ferry company; to incorporate the Gravelly Ridge Turnpike company.

Mr. Laird inroduced a Joint Resolution relative to the case of Mr. Montgomery, late a Brevet Lieutenant Colonel in the U. S. army.

Ordered third Reading.—To incorporate the Farmers and Oystermen's Bank of Keyport; for the appointment of Commissioners to establish an exterior water line in the Hudson; to incorporate the Mechanics and Traders' Bank of Jersey City.

Mr. Allen offered a resolution that when the Senate adjourn, it adjourn to Monday. Adopted.

The bill to limit the salary of the Deputy Adjutant General was called, and pending its consideration, the Senate Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Hon. Mr. Barrett.

Reports of committees—Mr. Dutcher (judiciary), a supplement to act to supply Jersey City with pure and wholesome water; Senate supplement concerning roads; Senate supplement concerning wrecks; Senate supplement respecting fees and costs.

Mr. White (agriculture), the bill relative to the agricultural interests of this state.

Mr. Pennington (municipal), to allow city of Hoboken to exchange lands known as the burying ground; also, adversely again to the bill to alter the charter of Hoboken.

Mr. Hatfield objected to the report, and said there were four members of council in favor of these amendments, and no one seriously opposed to them, but the mayor himself. A discussion arose between him and Mr. Pennington. The report was adopted—22 to 21.

GOLD PENS AND PENCIL CASES.

A resolution was found on the Clerk's table, to furnish each member with a gold pen and pencil case.

The chair said it was out of order, no person being responsible for it.

Mr. Pennington said as no one appeared willing to father it, he would do so.

Mr. Pennington then offered the resolution to furnish each member and officer of the House with a gold pen and pencil case, at a cost not exceeding ten dollars.

Mr. Beatty moved to amend by inserting "Also a mower and raker." Lost.

Mr. Muchmore moved to include a "fine tooth comb."

Mr. Dutcher offered an amendment, "Provided, that the cost of said pen and case be deducted from the per diem of members. Lost.

The resolution was then adopted, as follows:—

Yeas.—Albertson, Baldwin, Barret, Bartlett, Buckley, Collom, Edmunds, Elmer, Frambes, Gaunt, Harker, Hoagland, Hopping, Hutchinson, Jones, Keen, Kille, Muchmore, Obdyke, Parry, Perry, Pennington, E. C. Smith, Schoonmaker, Tomlin, Wells, Whritenor—27.

Nays.—Barriclo, Beatty, Beers, Brown, Budd, Cook, R. S. Demarest, T. W. Demarest, (Speaker,) Doremus, Dutcher, Gould, Hatfield, Howell, Lafetra, McDonald, Osborne, Rittenhouse, Sergeant, W. Smith, Vorhis, Winans, Willever, Wooley, White—24.

Mr. Elmer introduced a bill to incorporate the Union Ship Canal Company.

Bills on final passage.—To authorize Cape May County and Cape Island to subscribe to the Raritan and Delaware Bay Railroad—passed 43 to 4.

The supplement to city of Trenton passed 40 to 3.

Mr. Dutcher asked the unanimous consent of the House to strike out that part which takes off the restriction as to the amount of tax to be levied. Mr. Herbert objected, and it was not granted.

To authorize the chosen freeholders of Passaic to issue bonds for debts contracted 50 to 1, (Mr. White.)

RAILROAD TRUST COMPANY.

The bill to incorporate the Railroad Trust Company was taken up. Mr. McDonald and Mr. Parry advocated the bill as calculated to supply a great want in the business of building railroads, and in keeping up the bonds of railroad companies.

Mr. Pennington thought it would be better to lay this bill over for another year. It might do a great deal of good, and then on the other hand it might do a great deal of harm.

Mr. Lafetra opposed the bill on the ground that it was creating a colossal money power similar to that of the United States Bank, and should be regarded with suspicion. He looked upon it as calculated to destroy the liberties of the people.

Mr. Collom advocated the bill because it seemed to supply a want felt by our capitalists. We are compelled now to be at the mercy of foreign capitalists. This bill proposes to attempt at least to keep our own securities under our own control—to keep us from being the slaves of foreign capitalists, compelled to take their own terms, and submit to be "shaved" at their pleasure.

The bill was then passed by the following vote:

Ayes—Albertson, Baldwin, Barrett, Bartlett, Bathgate, Brown, Collom, Cook, Doremus, Dutcher, Elmer, Frambes, Gould, Harker, Herbert, Hoagland, Howell, Keen, Kille, McDonald, Muchmore, Obdyke, Parry, Perry, Rittenhouse, Sergeant, E. C. Smith, W. Smith, Schoonmaker, Tomlin, Wells, Whritenor—32.

Nays—Barriclo, Beatty, Beers, Budd, R. S. Demarest, T. W. Demarest, (speaker,) Demott, Gaunt, Hatfield, Hutchinson, Lafetra, Osborne, Pennington, Robins, Schomp, Vorhis, Winans, Willever, Wooley, White—20.

The Senate supplement to the act to secure to creditors an equal and just division of the estates of debtors, who convey to assignees for the benefit of creditors, repealing the 5th and 11th sections of the original act—explained by Mr. McDonald and passed 43 to 0.

The bill to incorporate the Hope Express Company was taken up—explained by Mr. Schomp and passed 43 to 0.

The supplement to the Crosswicks and Trenton Turnpike Company was taken up—explained by Mr. Dutcher and passed 47 to 0.

To incorporate the Farmers and Citizens' Ferry Company of Camden was taken up—advocated by Mr. Barrett, Mr. Parry, Mr. Jenkins, and Mr. Collom, and opposed by Mr. McDonald, and Mr. Harker, and passed 47 to 0. Adjourned.

AFTERNOON SESSION.

Mr. Lafetra offered a resolution requesting the Senate to return the bill to incorporate the Railroad Trust Company, which had been passed this morning. He thought he could satisfy the House that the bill was unconstitutional.

Mr. Parry, Mr. McDonald, and Mr. Perry opposed the motion, and said if there was anything wrong in the bill the Senate would be likely to find it out.

Mr. Perry moved to lay the resolution on the table. Agreed to 18 to 13.

Mr. Perry offered a resolution to adjourn over to Monday afternoon.

Mr. Pennington moved to amend so as to adjourn to 9½ o'clock to-morrow.

The resolution of Mr. Perry was agreed to.

Indefinitely postponed—To protect fish in Swartwout and Little Pond in Sussex; to create the new township of Elizabethport.

Recommitted—To change the mode of electing Freeholders in Hudson and Essex.

Ordered third Reading.—To enclose a burying ground in Bergen township, Hudson county; to regulate and grade streets in Mount Holly; to alter the line between North and South Brunswick; for the pardon of Thomas C. Pierce. (This man was convicted of murder in Hudson county, by killing the paramour of his wife. He was sentenced to death. An act was passed allowing the Court of Pardons to commute his punishment to a sentence of 20 years in the State Prison. He has been in the prison 4 years. His health is so bad that his life is despaired of; besides this he has behaved remarkably well. The Court of Pardons have no jurisdiction of the case, and this act is to pardon him. Mr. Lafetra moved to strike out that part which restores to him the rights of citizenship. Mr. Dutcher opposed the amendment, and it was lost); to dam off Mill Creek, in Cumberland; to define the boundaries between Monmouth and Ocean; supplement to act respecting Public Schools, (appropriating fifty thousand dollars out of the school fund and fifty thousand out of the treasury to the same. Mr. Osborne moved an amendment requiring an assessment on each male inhabitant of the age of twenty-one years and upwards, the sum of one dollar, to be appropriated to common schools, which was agreed to. An amendment offered by Mr. Budd to make the sum $125,000 instead of $100,000 was lost); to incorporate the Hackensack and New-York Railroad; to incorporate the Union works of Willingborough, Burlington county; to amend an act to incorporate the Jersey Little Falls Manufacturing Company. (The rules were suspended, and this bill was passed—36 to 0.)

(The rules were suspended, and Mr. Pennington introduced a bill to incorporate the Union Canal Company); a further supplement to the Medford and Tuckerton Turnpike Company; the bill to incorporate the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company; to incorporate the Hackensack and Harrington Plankroad company; supplement Paterson and Hudson River Railroad, were also

Adjourned.

MONDAY, March 10.

SENATE.

At the roll-call seven Senators answered to their names.

There being no quorum, on motion of Mr. Allen, adjourned.

HOUSE OF ASSEMBLY.

Prayer by Mr. Collom.

Reports of Committees.—By Mr. Dutcher (Judiciary) to confirm deed; supplement to authorize dam at Great Egg Harbor river; to authorize the planting of oysters in Maurice River Cove.

Ordered third Reading.—Joint resolutions for the appointment of commissioners to codify the Militia laws; joint resolutions relative to the improvement of the harbor at Absecom and Great and Little Egg Harbor Inlets; joint resolution granting to the clergymen of Trenton certain privileges; supplement to tax law; to exempt from taxation land used as a public road; to confirm certain official acts of A. L. Martin; providing for the punishment of offences committed on the river Delaware; supplement to act to ascertain the time and place of holding courts; to erect an election district in Newton township, Camden county; to confirm a deed of Margaret Kirpatrick and others; to authorize improvement of sidewalks in Hackensack.

The act relative to highways in Newton, Sussex county, was, on motion of Mr. W. Smith, postponed to the next session.

The act appropriating $5000 to the State Prison, was passed informally. Adjourned.

TUESDAY, March 11.

SENATE.

Petitions—From citizens of Warren and Morris, for the Newark and Hudson Railroad.

Reports of committees.—By Mr. Rafferty, (corporations) supplement to Ramapo and New York Railroad; to incorporate the Hope Express Company; supplement to Crosswicks and Trenton Turnpike.

By Mr. Speer (judiciary) joint resolution relative to the case of William R. Montgomery.

Passed.—Supplement to the Central Bank of Hightstown—15 to 0; supplement to the act relative to Justices of the Peace—12 to 3; supplement to Mount Holly and Eayrestown Turnpike—16 to 1; to incorporate the Burlington and Columbus Turnpike—13 to 0.

Ordered third reading.—To incorporate the Beverly Bank; supplement to the Ramapo and Weehawken Plank road; to incorporate the Hope Express Company; supplement to Crosswicks and Trenton

Turnpike; supplement to city of Trenton—(the second section, empowering the common council to raise what tax they please, was stricken out, and a new section added that the supplement shall be submitted to a vote of the people.)

Mr. Robertson moved a reconsideration of the vote by which the act relative to the Geological Survey was ordered to a third reading. Agreed to.

Mr. Robertson then moved to amend so as to require 500 copies of the map of Cape May county to be published, which was agreed to.

Mr. Riggs moved to amend the first section by striking out $25,000 and inserting $10,000, as the amount appropriated to the survey.

Mr. Robertson hoped the amendment would not be adopted, and moved to postpone the further consideration for the present. Agreed to.

On motion of Mr. Allen, the vote by which the act relative to Insurance Companies was ordered to a third reading, was reconsidered, the title amended, and the bill again ordered to be engrossed.

The vote by which the act relative to Telegraph Companies was disagreed to on Friday, was reconsidered—the vote by which it was ordered to a third reading, was also reconsidered; the bill was then amended, and again ordered to be engrossed.

Bills introduced.—By Mr. Bramhall, supplement to Hudson and Hackensack Tunnel and Through Cut Company; by Mr. Speer, to authorize Rachel Taylor to convey certain real estate; by Mr. Speer, supplement to act for relief of Somerville Water Power Company.

The bill for the collection of demands against vessels was taken up, and pending its consideration, the Senate adjourned.

AFTERNOON SESSION.

Reports.—By Mr. Speer, Judiciary, several Assembly bills, with the Senate bill, the supplement to the Somerville Water Power Company.

Bills Introduced.—By Mr. Allen, to incorporate the Mount Holly Bank; to protect executors from fraudulent co-executors; by Mr. Riggs, supplement to tax-law.

Mr. Rafferty moved a reconsideration of the vote by which the bill to punish frauds on the incorporated banks of the state, was ordered to a third reading. Agreed to.

Lost.—To incorporate the City Blues of Paterson. (This was subsequently reconsired.)

The supplement to the city of Trenton, (ordered to a third reading this morning,) was reconsidered. The bill relative to the Geological Survey being called, on motion of Mr. Rafferty it was postponed until to-morrow.

Ordered third Reading.—To repeal part of the act relative to Plank and Turnpike Roads; supplement to act respecting coroners; supplement to witnesses fees; to simplify the pleading of courts of law; supplement to Court of Pardons; to authorize the city of Paterson to issue bonds in satisfaction of debts; for the collection of demands against steamboats.

The special committee to whom was referred the memorial of the Deputy Adjutant General, presented a report, which was laid on the table.

The supplement to Insurance Companies, the rules being suspended, was passed—14 to 0. Adjourned.

HOUSE OF ASSEMBLY.

Mr. Dutcher (Judiciary) reported an act to authorize the inhabitants of the township of Frankfort, Sussex county, to elect their overseers.

GOLD PENS AND PENCIL CASES.

Mr. Demott offered a resolution rescinding the resolution to procure gold pencil cases, which was adopted—24 to 21, as follows:

Ayes.—Barriclo, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, Speaker, Demott, Doremus, Dutcher, Frambes, Gaunt, Hatfield, Jenkins, McDonald, Osborne, Rittenhouse, Robins, Sergeant, W. Smith, Vorhis, Winans, Wooley, Willever—24.

Nays.—Albertson, Barrett, Bartlett, Buckley, Cook, Elmer, Harker, Herbert, Hoagland, Hopping, Hutchinson, Jones, Keen, Kille, Muchmore, Parry, Pennington, Plummer, Schoonmaker, Tomlin, Wells—21.

Passed.—To alter line between North and South Brunswick, Middlesex county—41 to 0; to set off land for a burying ground in Bergen township, Hudson county—41 to 0; to regulate the grading, paving and curbing streets in Mount Holly—45 to 0; to charter Union Ferry Company.

The supplement to the act to ascertain the boundary between Ocean county and Burlington and Monmouth counties was postponed to the next session.

The Governor returned, with his objections, the supplement to the act relative to Insurance Companies.

Passed.—To charter Gravelly Ridge Turnpike—43 to 0; to authorise Furman Ladow and others to dam off Mill Creek—45 to 0; supplement to charter of the city of New Brunswick—46 to 0; joint resolution granting to the clergymen of Trenton, the privilege of using the books, etc., in the State Library—44 to 6; to authorize inhabitants of Hackensack to improve sidewalks in said village—48 to 0.

Lost.—Relative to freight and fares on railroads—21 to 23; supplement to charter of Mullica Hill and Woodbury Turnpike—29 to 20; joint resolutions for the appointment of commissioners to revise and codify the Militia Laws. Adjourned.

AFTERNOON SESSION.

Bills on final passage.—To confirm deed of Margaret Kirkpatrick and others.—Passed, 41 to 0.

To better regulate and discipline the Hudson Brigade. Passed, 42 to 0.

To charter Columbus and Kinkora Turnpike Company. Passed, 44 to 0.

A further supplement to the act for the relief of creditors against absent and absconding debtors. Passed, 43 to 1.

To confirm certain acknowledgments of deeds, mortgages, &c., taken before Augustus L. Martin.

This act provides that certain ackowledgments taken before A. L. Martin, of Princeton, after his commission had expired, shall be valid. It was passed, 47 to 0.

An act providing for the punishment of offences committed on the river Delaware, passed, 46 to 0.

A supplement to the act to ascertain the times and places of holding courts, was taken up, and lost, 28 to 0—not a majority of the whole number of members voting for it.

Mr. Dutcher said that he had no doubt that the bill was lost because gentlemen had not been made acquainted with its effect. He explained the nature of the bill, and moved that the vote by which it was lost, be reconsidered, which motion was agreed to, the vote reconsidered, and the bill passed—44 to 0.

An act to regulate elections in the township of Franklin, Gloucester county, was taken up on its third reading by mistake, and was passed. Subsequently the chair explained that the bill had not passed a second reading, and, of course the vote just taken was illegal. The vote was then reconsidered, and the bill now stands on its second reading.

The following bills were passed without debate; to erect an election district in Newton township, Camden county, 45 to 0; to charter Elizabeth Library Association, 50 to 0; to charter Hackensack and New York Railroad, 46 to 0; supplement to charter of Paterson and Hudson River Railroad, 49 to 0; to charter Union Works of Willingboro, Burlington, 44 to 1 [Beers]; to charter Hackensack and Harrington Plank Road, 44 to 0.

Mr. Jenkins, the rules being suspended, offered a resolution requiring the treasurer to purchase a national flag for the State House. Adopted.

Mr. Pennington, the rules being suspended, offered a resolution instructing the committee on printing, to report a bill repealing the first section of the act relative to public printing, passed at this session. (This section authorizes the printing of the public bills of the two Houses by David Naar.)

Mr. Pennington said that the House should, from self-respect, pass this resolution. He then read an article from the "True American" of Monday, on the resolution for the purchase of gold pencils. He said that a man who made such gross and defamatory accusations against the integrity of members, should no longer be a recipient of their bounty. He had received a gold pen at the last session, and he could see nothing wrong in it. There was no difference of principle in voting gold pens and voting steel pens.

Mr. Collom said that he had been absent from his seat, and did not understand the effect of the resolution. He should like to hear it explained.

Mr. Pennington said that the intent of the resolution was to procure the repeal of that part of the printing bill which appointed David Naar, printer of the public bills.—The reasons for this he had already given.

Mr. Collom said that during the session he had seen many small, very small things, some which required a microscope to examine, but he thought it beneath the dignity of the House to notice them. He should vote against the resolution. He would not dignify such matters by an opposition.

The resolution was adopted—28 yeas to 23 nays, as follows:

Yeas—Baldwin, Bartlett, Bathgate, Brown, Buckley, Cook, R. S. Demarest, T. W. Demarest, Demott, Elmer, Frambes, Harker, Herbert, Hoagland, Hopping, Hutch-

inson, Jenkins, Jones, Keen, Kille, Muchmore, Obdyke, Parry, Plummer, Robins, Schoonmaker, White—28.

Nays—Albertson, Barriclo, Beatty, Beers, Budd, Carr, Collom, Doremus, Dutcher, Gaunt, Gould, Hatfield, Howell, Lafetra, McDonald, Osborne, W. Smith, Vorhis, Winans, Willever, Ward, Wooley—23.

The supplement to the charter of the Medford and Tuckerton turnpike, was passed—43 to 0.

Mr. Jenkins, the rules being suspended, introduced an act for the better protection of life and property on railroads in this state.

The act to charter the Bridgeport, Thompson's Point, Billingsport and Philadelphia Steamboat Company, was passed---39 to 0.

The joint resolutions for the improvement of the harbor at Absecum and Great and Little Egg Harbor Inlets were passed---41 to 0. Adjourned.

WEDNESDAY, March 12.

SENATE.

Petitions.—From Essex, Warren, Morris, and Sussex counties, for the Newark and Hudson Railroad.

Reports of committees.—By Mr. Speer, (judiciary) several Assembly bills.

Passed.—For the collection of demands against steamboats, &c.; to incorporte the Clinton Bank; to incorporate the Farmers and Oystermen's Bank, at Keyport; repealing an act relative to Plank and Turnpike Roads;" supplement to Telegraph Companies; to incorporate the City Blues, of Paterson; authorizing Lawrence, in Mercer, to vote by ballot; supplement to act respecting coroners; to alter the time of electing the trustees of the First Presbyterian Church, of Orange; relative to the Court of Pardons; to authorize the county of Passaic to issue bonds in satisfaction of debts; to incorporate the Hope Express Company; supplement to Crosswicks and Trenton Turnpike.

The bill to incorporate the Phillipsburg Bank was taken up and read, when, on motion of Mr. Allen, it was postponed for the present.

The concurrent resolution from the House, directing the purchase of a flag for the State House, was taken up and concurred in, being amended so as to prohibit the Treasurer from loaning said flag.

Mr. Bramhall moved to reconsider the vote by which the bill to incnrporate the Mechanics and Traders' Bank, of Jersey City, was ordered to a third reading. Agreed to. The bill was then amended so as to remove the prohibition as to the circulation of bills of a less denomination than $5, after 1858, and again ordered to be engrossed.

Ordered third reading.—To incorporate the Bloomfield Park and Agricultural Association; to incorporate Monmouth County Agricultural Association; authorizing the county of Cape May to subscribe to Raritan and Delaware Bay Railroad; supplement to the city of Trenton, with an amendment requiring that no appropriation shall be made to exceed 70 cents on every hundred dollars of the appraised value of real and personal estate, without submitting the same to a vote of the people; supplement to New Brunswick. Adjourned.

AFTERNOON SESSION.

Petitions—For the Newark and Hudson Railroad.

Reports—Mr. Rafferty, (corporations) to whom was referred the bill to incorporate the Railroad Trust Company, presented a report, arguing that the project is wild, visionary and impracticable, and recommending that the bill do not pass.—The report was laid on the table.

Mr. Chetwood dissented from the doctrines of the report in some remarks.

PUBLIC SCHOOLS.

Mr. Riggs, from the education committee, reported adversely to the act relative to public schools—making an appropriation of $100,000 to school purposes, viz: $50,000 from the school fund and $50,000 from the treasury. The report was adopted and the bill disagreed to.

A resolution (offered by Mr. Allen) to present the flag now flying on the State House, to the Deputy Adjutant General, was laid on the table.

A communication was presented from William Duane, of Philadelphia, transmitting a copy of the acts of parliament for 1667, (printed in 1680) for the State Library. On motion of Mr. Bramhall, resolutions of thanks to the donor of said volume were adopted.

Mr. Rafferty introduced a bill relative to fares on certain railroads.

Passed—To secure to operatives in factories, and other employees their wages; to incorporate the Hackensack and Harrington Plankroad.

Ordered third reading.—Supplement to act to punish frauds on the incorporated Banks of this State; joint resolution relative to William R. Montgomery; to authorize Rachel Taylor to convey certain real estate; supplement to witnesses' fees; to alter the line between North and South Brunswick; to dam Mill creek.

PHILLIPSBURG BANK.

Mr. Rea called up the Phillipsburg Bank bill. The vote being taken, it was lost, 10 to 10—Mr. Allen and Mr. Roberts voting in the negative.

CENTRAL RAILROAD.

The bill for the extension of the Central Railroad was taken up and passed, 11 to 9.

Ayes—Bramhall, Franklin, Howell, Martin, Rea, Riggs, Roberts, Robertson, Rafferty, Smith, Somers.

Nays—Alexander, Allen, Cowperthwaite, Chetwood, Depue, Diverty, Laird, Price, Speer.

NEWARK AND HUDSON RAILROAD.

The bill to incorporate the Newark and Hudson Railroad was taken up, and was advocated at some length by Mr. Speer, and opposed by Mr. Franklin.

The bill was also opposed by Mr. Price, in the following remarks:

Mr. President—I desire to say a few words in explanation of my vote upon the bill now under consideration. I am informed by persons advocating this measure, that it is a project of the Morris and Essex Railroad Co. I feel friendly to that company, and the project would have met with better favor with me if it had been presented in their own name. If, as I am informed, it is really their application, I can conceive of no just reason why it is presented in its present shape; if it is not their application, then it does not meet my approbation, as I deem it *impolitic* to multiply companies more than are absolutely necessary to form a line of travel. We in Sussex feel the inconvenience of depending upon two independent roads to get to Newark—it increases expenses, and occasions delays.

When the Morris and Essex company consents to consolidate with the Sussex railroad, and operate it as one line, and give proper facilities for the freight and travel, for the people of Sussex, it will afford me pleasure to aid them in continuing the same united line to the city of New York. This measure has been but little considered by the people of my county; it has recently been a little agitated at a few points amongst them, and they seem to entertain discordant opinions. No expression has been made by them sufficient for me to form any just conclusion, as to their wishes upon the subject. I trust that when they have had any opportunity to consider the measure, their views will not differ from my own, in the course I have felt politic to pursue at this time.

On motion of Mr. Bramhall, its further consideration was postponed until to-morrow. Adjourned.

HOUSE OF ASSEMBLY.

Petitions, &c.—By Mr. Demott, against the Bergen and Hudson Plankroad; Mr. Elmer and Mr. Winans, against reducing number of chosen freeholders.

Mr. Demott introduced the incidental bill.

The House then took up the message of the Governor, containing his objections to the supplement to the act relative to insurance companies.

The question was taken on the passage of the bill; it was lost—0 to 45; so the veto of the Governor was sustained.

Mr. McDonald then introduced the bill amended to obviate the Governor's objection.

Passed.—To charter Columbus and Burlington Turnpike—46 to 0; supplement to school law—appropriating $100,000—31 to 23.

TAX LAW.

The supplement to the tax law was lost—24 to 28.

Ayes—Albertson, Baldwin, Barrett, Barriclo, Bathgate, Buckley, R. S. Demarest, T. W. Demarest, Doremus, Dutcher, Elmer, Frambes, Hoagland, Hopping, Hutchinson, Keen, Kille, McDonald, Osborne, Pennington, Plummer, E. C. Smith, Wells, Wooley.

Nays—Beatty, Beers, Brown, Budd, Carr, Cook, Demott, Gould, Harker, Hatfield, Herbert, Howell, Jenkins, Jones, Lafetra, Muchmore, Obdyke, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Ward, Whritenor, White.

MULLICUS RIVER.

The act to repeal the act authorizing a draw bridge over Mullicus river, was taken up on its second reading.

Mr. Bartlett moved to postpone to the next session, which motion was lost—27 to 29. The bill was then amended and ordered to a third reading.

Ordered third reading.—Joint resolutions for the better preservation of life and property on the sea coast; to authorize

draw bridge over Mullicus river; to amend charter of city of Hoboken; to repeal act authorizing township of Deerfield, Cumberland county, to vote by ballot; to erect an election district in township of Bergen, county of Hudson; supplement to act relative to fees and costs; for the promotion of the agricultural interests of this State; appropriating $5000 for the state penitentiary; to regulate elections in Franklin township, Gloucester county; supplement to act for supplying Jersey City with water; supplement to act concerning inns and taverns. [This bill prohibits the sale of liquor at Van Ness Gap, Warren county.]

The following bills were introduced, the rules being first suspended:

Mr. Buckley, to promote the safety of travelers on the Paterson and Hudson River railroad.

Mr. Jones, to incorporate the Nova Cesarian Institute.

Mr. Robins, supplement to act to regulate the price of public printing.

Mr. Budd moved to suspend the rules in order to reconsider the vote by which the supplement to the school law was passed. The House refused to suspend the rules.

Mr. Dutcher (Judiciary Committee) reported joint resolutions relative to the difficulties with Great Britain; also supplement to act regulating trials in criminal cases, with a recommendation that it be postponed to next session.

Mr. Hatfield moved to recommit the bill authorizing city of Hoboken to sell or exchange a lot, used as a burying ground in that city. Agreed to—23 to 21.

Mr. Harker moved to suspend the rules in order to move a reconsideration. Lost.

Ordered third reading.—Relative to Camden Brigade; supplement to act concerning wrecks; supplement to act concerning roads; to authorize township of Frankford, Sussex county, to elect overseers of roads by districts; supplement to sheep law; to charter Bordentown and Columbus turnpike; to charter Salem Steamboat Company.

Mr. Cook (the rules being suspended) offered a resolution, requesting the Senate to return the bill to charter the Mullica Hill and Woodbury Turnpike. Adopted.

Mr. Rittenhouse reported a supplement to act to regulate the price of public printing. Adjourned.

AFTERNOON SESSION.

Mr. Beatty, corporations, reported the bill to incorporate the Union Canal Company; supplement to insurance companies; to incorporate the Novacessarian Institute; to promote the safety of travelers upon the Paterson and Hudson River Railroad Company.

Ordered third reading.—The amended bill respecting insurance companies; supplement to the Rifton Manufacturing Company; amendments to bill respecting the planting of oysters in Maurice River Cove; several bills amended in the Senate; supplement to Warren and Sussex Railroad; supplement to Jersey City and Bergen Point Railroad Company; to enable the Lackawanna Railroad Company, of Pennsylvania, to hold real estate in this state; amendment to Newark and Elizabeth Plank Road Company; supplement to Sparta Manufacturing Company; to incorporate the Camden Brick Company; supplement to act to authorise Jeremiah Stull to construct a bridge across Great Egg Harbor; supplement to Bergen and Hudson Plank Road Company; supplement to Salem and Camden Railroad Company; joint resolutions relative to Clayton-Bulwer treaty; Camden, Elsinborough, and Marlton Turnpike Co.

The amended resolution relative to procuring a new flag for the State House, providing that the person having the same in charge shall not lend it or use it for any other purposes than those intended by the resolution, was concurred in.

PUBLIC PRINTING.

Mr. Robins called up the supplement to the bill respecting the public printing.

Mr. Pennington moved to insert an additional section appointing C. W. Jay to do the current printing of both houses.

Mr. Dutcher, from the Judiciary Committee, reported the bill respecting the collection of demands against vessels; relative to the election of freeholders in Hudson, Essex, and Trenton; supplement to act respecting oaths and affirmations.

The preamble and resolutions passed in the Senate, returning thanks to William Duane, of Philadelphia, for a copy of the journal of the British Parliament of 1680, were concurred in.

Mr. McDonald moved a reconsideration of the vote by which the bill respecting a bridge over Mullicas river was lost.

Mr. Collom moved to lay the motion on the table.

Agreed to.

BANKS.

Mr. Lafetra, from the Committee on Banks, presented the following:

The committee on Banks to whom were referred Senate bills No. 139, 130, respectively entitled an act to incorporate the Farmers and Oystermen's Bank of Keyport, also the act entitled an act relative to the Clinton Bank of New Jersey, report the same unamended, and reiterate the opinion that under equal and reasonable legislation, there should not exist at the same time in this State—when the same can be honorably prevented—two systems of banking so widely different and unequal, as banking under the general law, and banking under special incorporations. And that inasmuch as the free banking system provides manifestly within the plainest common sense of all, a secured system of banking, and the other—judging from all past experience, presented an insecure, unsafe, and unreliable system, therefore in the opinion of the undersigned, the system of banking founded upon the act authorizing the business of banking and the supplements thereto, should be retained and the other discarded and amended as soon as lawful legislative action will allow: thereby giving to the billholders that security for their ultimate redemption which the people demand at our hands.

HENRY E. LAFETRA,
JAMES A. PENNINGTON,
GEORGE V. DEMOTT.

Mr. R. S. Demarest moved the same be adopted. Lost 27 to 28 as follows:

Ayes—Barriclo, Beers, Budd, Carr, R. S. Demarest, T. W. Demarest, (speaker) Demott, Doremus, Dutcher, Frambes, Gaunt, Gould, Jenkins, Kille, Lafetra, Obdyke, Pennington, Rittenhouse, Robins, Schomp, Sergeant, W. Smith, Schoonmaker, Vorhis, Winans, Ward, Wooley.—27.

Nays—Albertson, Baldwin, Barrett, Bartlett, Bathgate, Beatty, Brown, Buckley, Cook, Elmer, Harker, Herbert, Hoagland, Hopping, Howell, Hutchinson, Jones, Keen, McDonald, Muchmore, Osborne, Perry, Plummer, E. C. Smith, Wells, Willever, Whritenor, White—28. Adjourned.

THURSDAY, March 13.

SENATE.

Reports—By Mr. Speer, (judiciary) adversely to the bill to repeal an act relative to ferriage on the Jersey City Ferry.

Mr. Franklin moved to reconsider the vote by which the bill for the extension of the Central Railroad was passed yesterday.

Mr. Speer moved to lay the motion on the table, which was agreed to.

Mr. Allen moved to reconsider the vote by which the bill to incorporate the Phillipsburgh bank was lost.

Mr. Riggs moved to lay the motion on the table. Lost, 7 to 12.

Mr. Allen's motion to reconsider was then agreed to, 13 to 6. (*Nays*—Alexander, Depue, Rafferty, Riggs, Somers, Speer.)

Passed—Supplement to act for the punishment of frauds committed on the incorporated banks of this state; to incorporate the Monmouth Agricultural Association; joint resolution to improve the harbors of Absecum and Great and Little Egg Harbor Inlet; joint resolutions relative to Wm. R. Montgomery.

Lost—To incorporate Bloomfield Park Association. (This was afterwards reconsidered.)

Mr. Franklin called up the motion to reconsider the Central railroad bill.

Mr. Speer moved to postpone its consideration until afternoon. Agreed to.

Indefinitely postponed—The supplement to the act respecting witnesses fees (to pay all witnesses before grand juries, whether indictment ensues or not,) was indefinitely postponed, on motion of Mr. Chetwood; to increase the number and powers of the township committee of Orange, Essex county.

Passed—Supplement to act concerning public schools; to erect a certain burying ground in Bergen, Hudson county; supplement to the city of Trenton; to simplify the pleading and practice of courts of law; to dam Mill Creek; authorizing Rachel Taylor to convey real estate.

The bill to authorize the county of Cape May to subscribe to Raritan and Delaware Bay Railroad was lost. The bill was explained by Mr. Diverty, who said the application originated with highly respectable parties, who would be gratified at the passage of the bill.

Ordered third reading—Supplement to act for relief of creditors of Somerville Water Power Company and the Hudson Manufacturing Company; a further supplement to the act concerning taxes; relative to freights on railroads; to incorporate the Railroad Trust Company with senate amendments; to confirm a certain deed from Margaret Kirkpatrick.

Mr. Roberts offered a concurrent resolution to rescind the resolution to adjourn on Friday, the 14th.

Mr. Riggs moved to lay the resolution on the table. Agreed to, 11 to 7.

The concurrent resolution from the House relative to public buildings for the use of the General Government at Trenton, was concurred in by the Senate.

Mr. Bramhall introduced a bill to prevent the circulation of small notes. Adjourned.

AFTERNOON SESSION.

Reports.—By Mr. Rafferty, (corporations,) to incorporate the Mount Holly Bank, recommending that the same do not pass.

By Mr. Speer, (judiciary) several Assembly bills.

Passed.—Supplement to New Brunswick, with House amendments; further supplement to the act concerning taxes—(this act relates merely to the city of Paterson); to alter the line between North and South Brunswick; relative to freights and fares on railroads.

Lost.—Supplement to the Ramapo and Weehawken Railroad—9 to 10. (This bill was advocated by Mr. Rafferty; and earnestly opposed by Mr. Chetwood); to incorporate the Railroad Trust Company, 9 to 11.

Passed.—To confirm a deed from Margaret Kirkpatrick; supplement to the Somerville Water Power Company, and the Hudson Manufacturing Company; to incorporate Bloomfield Park Association; supplement to Sussex and Warren Railroad, with House amendments; to incorporate Phillipsburg Bank, as follows:

Ayes—Allen, Bramhall, Cowperthwaite, Chetwood, Diverty, Franklin, Howell, Laird, Martin, Price, Rea, Roberts, Smith, —13.

Nays—Alexander, Depue, Robertson, Somers—4.

The message from the Governor, received at the morning session, relative to the Lunatic Asylum, was taken up and read, and its consideration postponed until to-morrow.

Mr. Franklin moved to take up the motion to reconsider the vote by which the bill for the extension of the Central Railroad was passed yesterday. Agreed to.

The motion to reconsider was then agreed to—only Messrs. Alexander, Bramhall, Cowperthwaite, Riggs and Rafferty voting in the negative.

Passed.—To incorporate the Beverly Bank—12 to 6; Messrs. Alexander, Depew, Riggs, Robertson, Rafferty, and Speer, in the negative; to incorporate the Mechanics and Traders Bank of Jersey City; relative to the geological survey.

A bill "to enforce due solemnity on the part of the Assistant Clerk," was introduced, read, and referred to the Committee on Unfinished Business.

Mr. Diverty offered a resolution that when the Senate adjourn, it adjourn to meet at half past seven o'clock in the evening.—Lost.

Ordered third reading.—Authorising the governor to appoint commissioners of deeds.

A sealed communication was received from the governor.

The Senate then went into executive session.

Upon the opening of the doors, the bill to increase the powers of the Rifton Company was passed.

The bill regulating the grading of streets in the town of Mount Holly was indefinitely postponed.

Adjourned.

HOUSE OF ASSEMBLY.

Prayer by Rev. Mr. Wilcox.

After several reports by the committee on engrossed bills, passed bills, and committee on corporations,

Mr. Pennington offered the following:

Whereas, 500 extra copies of the Geological report have been printed by order of the superintendent of the Geological Survey—therefore be it resolved that the same be appropriated for the use of the members, and be paid for in the same manner as the reports heretofore ordered.

The resolution was adopted.

Mr. Dutcher introduced the following joint resolutions:

Resolved, (the Senate concurring,) that the Senators and Representatives from this state in Congress, be requested to ask for, and, if practicable, obtain, an appropriation from the general government, to erect at Trenton a suitable building, in which to accommodate the local post-office, the United States district and circuit courts, and the offices and archives to said courts appertaining.

Resolved, That the secretary of state forward a certified copy of the above resolution to each of the Senators and Representatives from this state in Congress.

Mr. Collom called up the motion to reconsider the vote by which the bill to repeal the act authorizing the erection of a bridge or swing over Mullicus river, was ordered to be engrossed, and on the question, shall the vote be reconsidered, it was lost.

Bills on final passage.—The supplement to the Rifton Manufacturing Company, passed 46 to 0.

The joint resolutions relative to the better preservation of life and property from wrecks was taken up, as follows:

WHEREAS, the government of the United States has, from time to time, made appropriations for promoting the safety of commerce and the preservation of life and property on the sea coast of this state, thereby acknowledging the constitutionality and obligation of such appropriations, and while the state of New Jersey full appreciates the appropriations thus made, relieving the state in part of the oppressive burden it has been laboring under too long; yet, the large and increasing number of emigrants, and amount of government property cast annually upon our shores by shipwreck, which with adequate means might be saved, demand still larger and regular appropriations; and whereas, the proportion of vessels belonging to this state, compared with those from all the other states and from foreign ports, wrecked upon the New Jersey coast, is about as one to eight, that is to say, out of every one hundred vessels wrecked only about eight or ten properly belong to New Jersey, by which an unjust and heavy tax is imposed upon the state in saving life and burying the dead from all nations: and whereas, Hon. John R. Thomson, United States Senator from this state, has introduced a resolution enquiring "whether any and what means in addition to those already adopted are advisable, more promptly and effectually to afford aid to shipwrecked vessels" on the coast of New Jersey; therefore,

1. Be it resolved by the Senate and General Assembly of the State of New Jersey, That our Senators and Representatives in Congress, be respectfully requested to urge the passage of an act making such appropriations for the better preservation of life and property, and the interment of the dead cast upon the shores of this state by shipwreck, as will pay all the expenses incurred in the same as follows:

To the station house keepers, (twenty-eight in number) each,	$200.00, $5,600.00
Pay of boat's crew, seven in number, at every other station house, to be called by the keeper as circumstances may require, say thirty days, at two dollars per day each,	5,880,00
Completing the apparatus and keeping all the stations in perfect order, estimated at about	5,000.00
Salary and expenses of coast superintendent,	2,000.00
Coroners' bills to be paid to the respective counties, by the secretary of the treasury of the United States, through the treasurer of this state, as provided for by the laws of this state, estimated at about	5,000 00
To encourage and reward the brave and heroic efforts of those who jeopardize their lives to save the lives and property of the shipwrecked, to be paid at discretion of the secretary of the treasury of the United States, through such medium as his judgment may dictate, say,	2,000.00
	$25,480,00

2. And be it enacted, That the governor of this state be respectfully requested to transmit to each of our senators and representatives in congress a copy of the above resolutions and preamble.

Mr. Brown said:

MR. SPEAKER:—It is not altogether of choice that I rise to advocate these joint resolutions. From a deep sense of their importance, which can only be realised in any commensurate degree by witnessing and coming to a knowledge of facts as they are constantly occurring upon the seaboard from shipwreck, I am prompted to make some remarks.

I have endeavored not unnecessarily to consume the time of the House, and though this may be the last opportunity afforded me of speaking on this floor, I shall endeavor to be as brief as the importance of the case will justify, and humbly ask through you, sir, the indulgence of this honorable body. It would afford me no small degree of pleasure to be competent to do justice to the subject, but this it would be useless for me to attempt. I must therefore be content to do what I can, and if in any way I may contribute toward, and we are so highly favored as to secure the objects sought after in these resolutions, my highest ambition will be gratified, and all my feeble efforts to aid and benefit the shipwrecked mariner abundantly rewarded.

Bill after bill has passed this House during the sixty-five days we have been in session, and with the exception of one or two, (the Lunatic Asylum and Coroner's Bill,) our entire time and attention have been engrossed in deliberating and voting upon bills of a secular character. Railroads, banks, mechanism, and almost everything else, (all important it is true,) have asked and received our consideration, but none have stood up to ask aid for our New Jersey surfmen, and the ocean-tossed and shipwrecked mariner. True, it affords me pleasure to know that we have passed a bill, a few days since, of a humane nature, by which the state assumes the payment of expenses incurred in the interment of the dead bodies of the unfortunate shipwrecked cast upon our shores. This, sir, is creditable to the state, and our request to our senators and representatives in Congress will be received by them with a much better grace than had it been otherwise.

In speaking to these resolutions, duty seems to require of me to say something in vindication of the character of the people along the Atlantic coast, between Sandy Hook and Cape May; but more especially that portion of it lying adjacent to, and north and south of Barnegat Inlet. Who has not heard of Barnegat? Its notoriety is world-wide. This is a part of the district I have the honor to represent, of which I am by no means ashamed. Who of us does not hold his constituency in high estimation? As Jerseymen, who among us does not feel proud of our past history?—Morgan, Lawrence, Stockton among our brave warriors, on land and sea! Southard, Frelinghuysen, with a host of others, among the most eminent lawyers, profound jurists, and able statesmen, as ornaments to adorn and beautify the state, shine, or have shone, as some of the most brilliant stars in the nation's history. The glorious deeds of our forefathers, who have left their foot-prints of blood all over the soil, and have sacrificed their lives and shed their own blood at Monmouth, Princeton and Trenton, have consecrated our soil, and placed us in a prominent position in our nation's history. We have much to be proud of. And, sir, if the New York press, and the world had performed their duty towards us and awarded justice to the philanthropic and brave, then the philanthropy and heroism of the New Jersey surf-men would have been universal and their praises on the lips of all men. But instead of receiving what they have justly merited, the favorable notice of the press and the public commendation, for their disinterested benevolence and unparalleled heroism in their efforts at saving the lives of the ship-wrecked, their character and conduct is almost continually maligned and defamed, as robbers of the dead, thieves, and pirates. Envious of our prosperity and prospective wealth, and perhaps the heroism of our surfmen, from New York they are accustomed to look upon us through glasses inverted or reversed, or have them so besmeared with the filth and corruption thrown off from the sheets of unprincipled printers, who, to ena ble them to send out an extra into the streets of Gotham, send on their reporters along shore, who eagerly grasp at the least bubble that may come under their notice, and hesitate not for the sake of disposing of their filty and corrupt sheets, and making a cent, to make the worst kind of misrepresentations, and circulate the basest falsehoods, prejudicial to the character and interest of some of the most noble of human kind. We can hardly believe it, but it may be possible that the misrepresentations and falsehoods thus made, have tended to operate against the National Government making larger and sufficient appropriations to meet the absolute necessities of the case. This is a reason, sir, why I respectfully ask the continued indulgence of the House while I present some facts calculated to remove prejudices against the New Jersey coastmen: and if Congress can be induced to regard our reasonable request and respond to it, it will relieve this state of a severe and oppressive bur den, too long imposed upon it. Of course it cannot be denied that now and then, some trifling things are missing off the beach from among stranded property. Strange if a people whose advantages for education and moral culture will bear no comparison with New York should, in proportion too, to the population, be expected to be more honest; and yet I stand here to-day to defend them, and am bold to say that I believe they are. New Jersey merits no sueh reproach as is heaped upon her by the New York press.

I know the people, Mr. Speaker, and acknowledge that I am sensitive on this subject. Forbearance has hitherto characterized us, but under certain circumstances it ceases to be a virtue. Shall New Jersey continue to be thus scandalised, and belied? Is there no remedy?

To those who have visited the Atlantic it is known that the ocean from the head of Barnegat bay south along the coast, does not break upon the main land, but upon the beach, a strip of land averaging perhaps half a mile in width, with a range of sand hills all along the beach. This range of hills has the appearance of having been originally a *high ridge of sand*, having been cut through at short intervals by the force of the waves. The openings thus made are called glades, and through these glades or openings the sea passes when lashed into fury by the east and northeast storms, submerging the land in the rear. Along the edge of the ocean is what is called the undertow, deep, and in a storm exceedingly dangerous to get into. And what is still more dangerous, perhaps, to persons coming on, is the heavy current setting along shore. A few years since a very expert swimmer, captain of the barque Lotty, being cast on the bar, let himself off the vessel into the ocean, (though beckoned to from land to remain aboard,) thinking to swim ashore, but he could not possibly get through the current, and, after swimming miles down the shore, the poor fellow was drowned.

These facts are designed to show some of the difficulties and dangers both to the surfmen and the shipwrecked. With your permission sir, I wish to make a quotation from the report of the commissioners appointed by the governor in 1845, for the purpose of investigating into certain allegations made against citizens of this state. I will only quote a paragraph or two from this deeply interesting document:

Concurrent Resolutions passed by the New Jersey Legislature:

"Whereas, it is represented in the public journals, that at the time of the late distressing shipwrecks of the John Minturn and other vessels on the New Jersey coast, some persons on the shore neglected and refused to render relief and assistance to the perishing passengers and seamen, plundered the bodies of the dead of everything valuable found upon them, and in other cases exacted money for the delivery of the bodies; and whereas, such charges require investigation, that if true, the inhuman and guilty actors may be punished to the utmost extent of the law, and proper and efficient means devised to prevent the repetition of conduct so barbarous and shocking; and if not true, that the state may be relieved from the odium of such barbarity; therefore,

"Resolved, That the Legislature of New Jersey view with detestation and abhorrence the conduct charged upon a portion of the people on the shore, at the time of said shipwrecks.

"Resolved, That the Governor is hereby requested to ascertain the facts connected with the said shipwrecks, in relation to said charges, and communicate them to the Legislature, with a recommendation of such further legislation, if any, as in his judgment may be necessary."

After laboring for days in traveling up and down the shore, and taking some forty depositions, and making a thorough investigation into the matter, the commissioners conclude their report as follows:

"We, therefore, report to your excellency that the charges in the resolutions under which we act, viz: "that at the time of the late distressing shipwrecks of the John Minturn and other vessels on the New Jersey coast, some persons on the shore neglected and refused to render relief and assistance to the perishing passengers and seamen, plundered the bodies of the dead of everything valuable found upon them, and in other cases exacted money for the delivery of bodies," are, according to the best of our judgment upon the evidence, each and every of them, untrue; that there are no inhuman and guilty actors therein to be punished, and that the state ought to be relieved from the odium of such barbarity."

When have any of our judges been induced by bribery to refuse to administer and enforce the laws? When have our civil police been arraigned before court and condemned for winking at corruption and evading the law? "Those who occupy glass houses should be careful how they throw stones." The charges against our New Jersey surfmen come with bad odor from a seat of so much corruption as New York.

We say again, we do not deny but that articles have been purloined off the beach. We cannot say but that now and then we have a dishonest man among us. It would be remarkable indeed if such was not the case. It would be an exception to all other portions of the earth where fallen human nature makes its abode, were it not so. Strange, if among us, all men were righteous. But why should we, in this wholesale manner, be adjudged, sentenced, and condemned to punishment for the improper

conduct of two or three, or a very limited number of individuals among us?

The commissioners, in their report, do not deny that a captain's trunk was feloniously taken and pillaged of its contents. I am told, too, that the mate *opened a trunk* and distributed the contents, nuts, &c., to others. One person has informed me he received a portion from him. Whose trunk was it? It may have been his own, but that was not proven. The commissioners report that "the ship's cabin was under guard, and no person allowed to enter, except the steerage passengers and crew belonging to the ship. These were permitted, and were seen to carry away packages, articles of clothing, &c." We desire to cast no improper reflections upon the character of the shipwrecked—but why, we ask again, this indiscriminate and wholesale condemnation?

While here last winter, a vessel came ashore on our coast, and ten out of a crew of eleven were drowned. David Fleming, of Ocean county, a young man with whom I am personally acquainted, viewing the perilous situation of the remaining one, prompted by feelings of humanity and benevolence, risked his own life, by fastening a rope around his body and leaving the other end on shore, plunged into the ocean and was soon enabled to rescue this last man of the crew.

At the time above referred to in '46, when the beach of New Jersey was strewed with wrecks, Harber Morton of Monmouth, in endeavoring to board a stranded vessel and render relief, lost his own life. Capt. Brand of the crew died some time after, from his efforts at that time. And others of the crew it is said have never recovered from that day's exposure.

I am knowing to facts and could give names from Ocean county, (but in naming a few we might be regarded as doing injustice to others and therefore forbear,) where ropes of hands have been formed, and these chains of men walking down into the sea, the breakers rolling over them, have rescued men from the very jaws of death. Does such conduct merit the treatment received?

I could give you many instances here to-day sir, of the heroic bravery of our New Jersey surfmen, who have repeatedly jeopardized their lives to save the lives of their fellow men. While the boisterous ocean was rolling up its angry billows, threatening to destroy a stranded vessel and crew, some years since, when none dared hardly to say he would venture first, young Freeman standing and viewing the perilous situation of those on board, under the impulse of a benevolent heart, took his valuables from his pockets, and handing them to a friend, said,

"If I never get ashore, give these to my mother." He jumped into the wreck boat, had others to follow him, and was enabled soon to render assistance to the perishing.

Not with sword in hand have these men gone forth to destroy men's lives, but carrying out Heaven's law of "good will to men," they have done what they could to save men's lives. If, sir, the benevolent and heroic deeds of these men entitle them to be called "Barnegat Pirates," then may Barnegat Pirate be inscribed upon my brow.

No towering monument, with deeds of heroic bravery inscribed upon it, marks the resting place of Morton, Brand, and others perhaps, martyrs to their philanthropy and benevolence. No public pensions on them or their widows and orphan children are bestowed. No bounty land warrants are awarded to them for their self-sacrificing efforts at saving life; but men who are accustomed to being publicly castigated in the streets for publishing libels, may be allowed to injure and abuse these men. I am personally acquainted with these men, for fifty miles along shore, and am prepared to say they are proverbially "given to hospitality." The affluant and wealthy receive and entertain you kindly, and if you call upon one in the vale of poverty, he is ever willing to share with you his last loaf.

About twenty vessels have been cast upon our coast this winter. A New York paper says that during one of the storms "these men ought to have been out, patrolling the beach, with lights in their hands." Yes, sir, and then for this they would have been reported as "Barnegat Pirates," "holding out decoy lights to draw on vessels for the purpose of plunder." Since we have been in session this winter, a New York pilot beached the brig "South."—After she struck, this pilot warned the captain and some of the sailors to "take care of their property," "look out for the Barnegat Pirates." They were soon safely landed, and the pilot, captain, and crew, were conveyed by wagon to the residence of Judge Forman, from whose hospitable family they could receive nothing but good treatment. Probably surprised at such unlooked for kindness, the captain and a sailor made a development of the matter.—This is but one of the many instances.—That same gentleman, when one dead body after another came ashore in a state of nudity, sent to his house again and again for clothing, until his last linen garment was bestowed, scarce thinking, as he said, what he was doing. These kind services, as performed in his case, are free of charge—no provisions being made for such cases. The New York Times of December 8, 1854, says :—"The appropriations made by congress for the provision of the life-saving apparatus have been applied to no good purpose."

Now, sir, this we pronounce unqualifiedly false. This humane apparatus was brought prominently before the people of this country first, by the Hon. Wm. A. Newell, of Monmouth. In 1848, he offered a resolution in the House of Representatives, asking an appropriatinn for this purpose. By his untiring and indefatigable exertions, he succeeded in obtaining the appropriations asked for. Realising the benefit derived from this apparatus, and feeling that in Mr. Newell they have a friend, the people along shore are awaiting an opportunity by which they may give evidence of the high estimation in which they hold him. A brief description of this aparatus I here give from the State Gazette:

"The apparatus consists of a life-boat and life-car, (Francis's patent,) a carronade, and a supply of balls, to each of which a line is attached. The line is wound upon pegs, inserted in a frame in such a manner that when the ball is fired from the carronade, the line readily runs off. The life-car is built of galvanised iron, and resembles, in appearances, a small boat decked over;—there is a trap-door in this deck, which, after the passengers are placed in the car is shut down and secured. A line being thrown over the wreck by the carronade, a hawser is bent on to the end of the line, hauled on shore, and made fast. On this the life-car is slung and hauled to the ship, where it receives its living freight, and is dragged through the surf to the shore, and in this manner the whole of the crew and passengers have been rescued from shipwrecked vessels more than once. When the state of the sea will admit it, the life-boat is used instead, as the passengers can, by it, be landed much more expeditiously. Houses, or rather huts, are also provided, in which to keep the apparatus, and also shelter those saved."

The life-boats are sometimes necessarily obliged to be hauled or carried along the beach for miles, which must naturally tend to put them out of order. The iron or metallic boats being heavier than our wooden boats, are not so readily transferred from place to place, and when out of order, not so easily repaired, and require a larger force to man them. Along the beach the dwelling houses may average one in five miles, and to cross the Bay from the main in time of a severe storm, would be extremely hazardous. Along a coast, then, so sparsely populated, it is important that boats requiring the least number of men; boats in which the surfmen thus hazard their lives, and which they prefer, ought to be provided, and the cedar wreck boats with which so much has been accomplished, should be perfected, and supersede the iron boats for the surf.

But to satisfy all, that the New York Times did not confine itself to truth in reference to this subject, it is only necessary to call the attention of the House to the following facts:

The same year that the new apparatus went into operation, the steamship Eudora, from New York to California, went ashore on Ludlam's beach. Her passengers and crew could not have been far short of 400 souls. They were all saved, it is said, by means of the apparatus. Soon after, on January 30, 1850, the emigrant ship Ayrshire, 201 passengers, came ashore on Squan beach, during a severe snow storm. It blew a perfect gale, so that no small boat could live. The apparatus was soon brought on the ground. The second shot fired from the mortar threw a line over the ship. This was soon fastened to a larger line. By this means a communication was effected with the ship, the life-car placed upon the line, and hauled back and forth through the surf on that and the subsequent day, with its living freight, until all on board were saved, with one exception. One over-anxious passenger, under excitement, and against remonstrances, jumped upon the life-car, and was washed off and drowned.

This, I believe, was the first successful effort in this country, in firing a ball from the carronade, by which communication was established with a ship. John Maxon, Esq., is entitled to the credit of this first successful effort. June 14, 1852, the ship Cornelius Grinnell came ashore on Squan Beach, 254 passengers, all saved by the same means! December 4, 1852, ship

Georgia stranded on Long Beach, 300 passengers, also all saved. The barque Chauncey Jerome came on at Long Branch, January 12, 1856. The first shot from the carronade sent a line to her—her 40 passengers and crew were all saved. Thus we have in summing up, some 1200 lives saved by the means of this apparatus. Is it not false that "it has been applied to no good purpose?" Since that time others have been saved on our coast and on Long Island, which, if added, would swell the number, perhaps to 1700 persons. Mr. Newell obtained a second appropriation of $20,000, which was divided between Long Island and New Jersey. Since that time Hon. Charles Skelton succeeded in getting an appropriation of $20,000, (and he is remembered for it,) which, I believe, has been applied toward the erection of new station houses and partially equipping them.—These are now five miles apart and twenty-eight in number. We now need men to take charge of these station houses and the apparatus, to keep them in order, and to be prepared at a moment's warning for an emergency. Probably the loss of life from the New Era, two years ago this winter, at least in part, may be attributed to the condition the government apparatus was found in. The ship was so far from the shore that it was with much difficulty a line could be sent to her, and when it was accomplished, the wire being rusty, broke off, and they lost the line. Many of you are acquainted with the sad consequences which followed. An additional appropriation of $30,000 at the last session of Congress was made, but not having been placed in the general appropriation bill, it was not paid, but is to be placed in the deficiency bill, and will probably meet the expenses of the station house keepers to the present time.

I am gratified to find in the True American of this city, of a recent date, that during the present session of Congress, Senator John R. Thomson has started the inquiry, as stated in the preamble of these resolutions, "Whether any, and what means, in addition to those already adopted, are advisable more promptly and effectually to afford aid to shipwrecked vessels?" The interest evinced by Mr. Thomson is appreciated, and it seems to present to us a favorable opportunity of making known the wants of the New Jersey surfmen, and we hope his inquiries may result beneficially to the interests of the Atlantic coast.

In addition to the appropriation made to pay the station-house keepers, we want a boat crew to act in connection with every alternate station house, holding themselves in readiness, and subject to the call of the keeper by signal or otherwise, as the circumstances may require, knowing that they are to receive pay for their services. We want also an appropriation to encourage and remunerate those who expose themselves to the dangers incident to efforts to save the shipwrecked. The propriety, also, of the general government paying the expenses incurred in burying the dead of all nations, is apparent to all. Until last year, these expenses devolved upon the counties, but are now assumed by the state. In the wreck of the New Era, on the Monmouth coast, twelve or fourteen hundred dollars were requisite to meet the expenses attending the inquests and interment of the dead. That of the Powhatan, that came on the Ocean county coast, was about six hundred dollars. But while only about one eighth or one-tenth of the vessels wrecked upon our coast properly belong to this State, there is no propriety or reason in obliging the State of New Jersey to foot such bills.

What we want and need is regular appropriations annually from the United States Government to meet these expenses. This system cannot be perfected and kept in healthy operation without it. It can certainly be done from the same fund, and upon the same principle by which Congress appropriates toward supplying and keeping up light houses, buoys, &c. These appropriations are regarded as right and coming under the provisions of the Constitution.—From light-house reports, &c., it appears that about two thousand vessels pass up Newark Bay annually. These vessels are generally of light tonnage. To about seven miles of that bay Congress has appropriated about $30,000, and they ask as much more, and it is no doubt important that they should receive it. But how much more is called for and required upon a coast of nearly two hundred miles in length, and that the most dangerous, not even excepting the Florida reefs. The canvas of the world casts its shadows on our beach.

The ships and vessels of all nations pass up and down our coast, laden with the rich products and manufactures of the East, as well as the gold from our own California of the West, all exposed as they approach it, to the dangers of our coast. The very moderate appropriations asked for in these joint resolutions, to be annually made to this state, we do think Congress will not deny us. It is asked for by the state to pay the expenses of burying the citizens of other states comprising this confederacy, and of the world, whose dead bodies chance to be thrown on our shores. It is asked for by the New Jersey surfmen, as pay for their constant efforts and incessant toils in saving life and property.

The cry, as it were, comes up from the perishing mariner, as the thick darkness covers him, and the winds howl angrily around him, while the breakers dash tempestuously and in angry fury over his head, threatening to engulph him, he cries for help. It is asked for by all, nor will it be denied. I am informed by Col. S. C. Dunham, Coast Superintendent, and a resident of Ocean County, that if the necessary apparatus had been provided and placed in his charge he could in the last fourteen years, have saved $200,000 worth of Government property subject to duty. The fostering care of Government, and needed appropriations, for perfecting the system and its more effective working, would in the end probably prove a source of revenue and profit to the United States.

I trust the House will excuse me for occupying their time. The importance of the subject seemed to demand it. I had thought of saying more and feel that I could not have said less and done justice to my feelings, and am not unconcious of the fact that I have not done full justice to the subject under consideration.

Mr. Collom followed in some well-timed remarks in favor of the resolutions.

The question was taken, and the resolutions passed unanimously, 48 voting in the affirmative, and none in the negative.

The bill to amend an act incorporating the city of Hoboken, passed 45 to 0.

The bill to repeal an act to erect a bridge over Mullicus river, passed 37 to 1, (Mr. Gaunt.)

The amendments in the Senate to the bill authorizing board of freeholders of Passaic, to issue bonds, passed 42 to 1, (Mr. White.)

PUBLIC PRINTING.

The supplement to act relative to the price of public printing was then taken up. (This bill repealed that part of the act appointing David Naar.)

Mr. Dutcher moved an indefinite postponement of this bill.

Mr. Pennington hoped this motion would not prevail. He was surprised to find any member on this floor willing to sustain any man who had slandered the members of this House.

Mr. Collom said while he considered that the article reflecting on the character of members of this House, was ungentlemanly, and the man who wrote it, unworthy of the patronage of the Legislature in consequence of his conduct; yet, he regarded it as beneath the notice of the Legislature, at least. He thought we had a higher duty to perform, than to notice the slanders of newspaper writers. He was disposed to adhere to the contract made with Mr. Naar, —to heap coals of fire on his head—to say to him, go and sin no more.

Mr. Dutcher said:

Mr. Speaker:—It seems to me that this bill is one of the most extraordinary that was ever introduced into a legislative body. When the resolution was offered instructing the commmittee on printing to bring in this bill, I could not believe that the gentleman who offered it was serious in so doing; and sir, when that resolution was adopted, I can truly say that I was surprised that such a resolution should pass this House. I could not then believe that gentlemen who voted for it, saw the effect of their act; and even after it had passed, I could not believe that such a bill would be reported and receive any countenance here. But, sir, in this I was disappointed; yesterday saw this bill was reported, read a first time, the rule requiring it to be printed, suspended, read a second time, and ordered to be engrossed for a third reading. Why, this unprecedented haste? It is the first time this session that the rules requiring a bill to be printed, have been suspended, and the printing dispensed with.—Why this extreme anxiety to hurry this bill through, and prevent members from examining into it? Were the authors of this act afraid to have it go into the hands of the printer? were they afraid to lay it on the desks of the members and let them examine it, and consider its effect? was it extreme anxiety to vindicate wounded honor, and injured character, or was it hot-headed haste to have revenge for exposing corruption, and a determination to accomplish it, even at the cost of repudiating a valid and solemn contract?

Now, sir, what are the facts and what is the effect of this bill? In the early part of the session, a bill was passed, disposing of and distributing the public printing of the state—a part of that printing was awarded

to David Naar, at a price and upon terms in the act named.

He has performed a part, probably nearly all of that work, and if it is not now all done, is ready to fulfil his contract according to the provisions of that act.

Here sir, was a solemn contract made for the state by that legislature; the prices fixed by ourselves, the contract made throughout upon our own terms, and sir, there is no pretence, that the party with whom it was made, has not fulfilled it to the letter. Yet we are now called upon by the very men who made that contract, to repudiate it.—Within the past few years we have heard of much that has been said both in this country and in Europe, about states violating plighted faith. and repudiating contracts, but sir, I believe this is the first case where a state has employed a servant to do her work, and then by an act of the legislature attempt to cheat him out of his pay. It remains for New Jersey to bear off the palm of repudiation by refusing to pay her printer what, by her own act, he is justly entitled to. And sir, what is the ground upon which this refusal to pay is based? What reason is assigned for this repudiation?—Why sir because he exposes what he conceives to be an attempt to plunder the treasury; and permit me to say, that I do not stand here to vindicate David Naar in this matter. He is abundantly able, far more so than I am, to vindicate himself, and can do it too through the columns of his paper. Neither will I discuss the question that gave rise to this matter.

When the resolutions relating to gold pencils have been before the house I have been content to steadily vote against them, without saying a word, believing that a man's vote is a much better test of his position and views, on any question, than his speeches. I was opposed to them from the beginning, therefore sir, I do not feel that the article that appeared in the True American a few days since, hits me at all, and for that reason, probably I view it differently from those gentlemen upon this floor, who voted the other way.

Perhaps that article might have been more courteous and less severe, and have accomplished more good than it has; but sir, was it untrue? Is there a line in it that is false? If so, where is it? I have not heard any pretence that it was untrue.—No, sir, I fear it was too true, and that has caused this burst of indignation. But, sir, suppose it was untrue and unjust, is that any reason for taking this course?

Here sir, is a man employed to do a part of the public printing for this legislature; he thinks there has been an attempt made to take from the treasury of the State $600 or $700, by the guardians of that treasury, without the shadow of right. except by the sanction of a law they themselves might make.

That man, although he has a contract with the State, has the independence to come out, expose and speak boldly of the attempt, and what is the consequence?—Why, sir, he is told, you have exposed us, you have written and published an article severely reflecting upon us, which has opened the eyes of the public; has arrayed such a feeling against us, that we have been deterred from consummating the act, and now we will have revenge, by depriving you of the pay to which you are entitled; for the work you have done for us, at our request, and upon our own terms. Sir, I cannot believe that this House will further disgrace itself and the State by the passage of this bill. I hope the motion to indefinitely postpone, will prevail.

Mr. Robins said the bill did not originate with the committee. In regard to the unprecedented mode of legislation referred to by the gentleman (Mr. Dutcher,) he thought that gentleman had asked for suspensions of the rules, more than any one else.

Mr. Dutcher said he had not asked to dispense with the printing of bills in order to hurry them through.

Mr. Pennington said the session was very near its close, and it was necessary to be in a hurry, in order to get the bill through both houses. We had appointed Mr. Naar to do the printing, and we had a right to turn him out whenever we think proper. As to his pay for what he had done, he could get that through the incidental bill, which had always been the case until late years.

Mr. Collom did not rise to defend Mr. Naar. He might defend himself if he thought proper in his own way; but he rose to ask the question, Has it come to this that the Legislature of New Jersey cannot survive the attacks of newspaper editors? If it cannot, we had better vacate our seats and go home at once. He had seen more than one mean newspaper attack, where the motives and sentiments of members were distorted, but he had learned to treat them with contempt. We ought to occupy much higher, and more honorable ground, than to descend to a notice of these attacks. We had a right to vote ourselves gold pencils, if we thought proper, and he believed their constituents would sanction it. But what will be said, if we pass this bill? The opposition will say that the pet organ denounced corruption, and the party, to get him out of the way, cut off his head! How would that sound throughout the State? It was for the honor of the legislature that he thought this matter should be passed by. Let us say to this man, You have not treated us gentlemanly, but we will adhere to our contract with you. Go! there is room enough for you and us.

Mr. Lafetra rose to offer a resolution to allow Mr. Naar to be heard in his own defence, but

Mr. Doremus obtained the floor and said the gentleman from Burlington had eloquently expressed his views on this subject. The article in the True American, he admitted, was a slander upon the members, and this bill was a rebuke. In his opinion the matter had gone far enough—the object had been answered.

The question was then taken on Mr. Dutcher's motion and it prevailed 29 to 27, as follows:

Ayes—Baldwin, Barriclo, Beatty, Beers, Budd, Carr, Collom, T. W. Demarest, (speaker) Demott, Doremus, Dutcher, Frambes, Gould, Gaunt, Howell, Lafetra, McDonald, Obdyke, Osborne, Rittenhouse, Schomp, Sergeant, W. Smith, Vorhis, Winans, Willever, Wooley, Whritenor, White—29.

Nays—Albertson, Barrett, Bartlett, Bathgate, Buckley, Cook, R. S. Demarest, Elmer, Harker, Hatfield, Herbert, Hoagland, Hopping, Hutchinson, Jenkins, Keen, Kille, Muchmore, Parry, Perry, Pennington, Plummer, Robins, E. C. Smith, Schoonmaker, Wells—26.

Mr. Robins moved a call of the House.—He did not think there were 56 members in the House. (The clerk had announced the vote 27.)

The call was had and 56 members answered.

The following bills were then passed:

Respecting Insurance Companies—47 to 0.

Respecting Telegraph Companies as amended in the Senate—40 to 0.

To repeal an act to vote by ballot at town meetings in Deerfield and Maurice River, in Cumberland—30 to 0.

Supplement to Warren and Sussex Railroad—47 to 0.

To erect an election district in Bergen, Hudson county—40 to 0.

For the promotion of the agricultural interests of this state—45 to 2.

To authorize Jeremiah Stull to construct a dam across Great Egg Harbor river at May's Landing—38 to 10.

To make appropriations for the state prison—33 to 1.

To regulate elections in Franklin, Gloucester county—38 to 0.

Supplement to act respecting fees and costs—41 to 4.

The bill relating to the Camden Brigade—37 to 0.

Supplement to sheep law—37 to 0.

Supplement to act concerning wrecks—43 to 0.

Mr. Dutcher, (judiciary) reported a bill respecting water in Jersey City, which had been verbally amended and recommitted for that purpose.

The bill to promote safety of travelers on Paterson and Hudson Railroad was ordered a third reading.

Mr. Ward moved to suspend the rules in order to take up a bill on its second reading—lost. Adjourned.

AFTERNOON SESSION.

Bills passed—Supplement to act concerning roads, 34 to 9; to authorize inhabitants of Frankfort, Sussex county, to elect their overseers of roads by districts, 41 to 0; joint resolutions relative to Clayton and Bulwer treaty, 43 to 0; to authorize the planting of oysters in Maurice river cove, 45 to 0.

The supplement to act concerning inns and taverns, prohibiting the sale of liquors at Van Ness Gap, and within one and a half mile of Warrayanta furnace, while the cutting of said tunnel is under way, was taken up. Mr. Jenkins called the attention of the House to the fact that a statute was now in force which would meet the case.

Mr. Buckley opposed the bill, because it was special and not universal. He admitted the principle of the bill and opposed it only because it was special.

Mr. Barrett advocated the bill.

Mr. Jenkins opposed the bill.

Mr. Lafetra was delighted to find himself sustained here by several members against special legislation.

The bill was lost, 27 to 28.

The supplement to schools, increasing the salary of the state superintendent of schools, and for other purposes, passed, 33 to 15.

The amended supplement to the charter of the city of Trenton passed, 56 to 0.

The amended bill to incorporate the Hope Express Company passed, 48 to 0.

To promote the safety of travelers on Hudson and Paterson Railroad, 48 to 1, (Mr. Wells.)

To enable the Lackawana Railroad Company of Pennsylvania to hold real estate in this state, 37 to 0.

To incorporate the Bordentown and Columbus turnpike, 39 to 0.

To incorporate Camden Brick Company, 36 to 4.

Supplement to Sparta Manufacturing Company, 34 to 0.

To incorporate Salem Railroad Company, 41 to 0.

To incorporate the Salem County Steamboat Company, 47 to 0.

TO RESCIND ADJOURNMENT.

Mr. White offered a resolution to rescind the resolution to adjourn on the 14th.

Mr. R. S. Demarest moved to lay the resolution on the table.

The motion was lost, 26 to 27.

The question then came up on the adoption of the resolution.

Mr. McDonald spoke against its adoption. He thought we might easily get through with the public business.

Mr. Dutcher opposed the resolution for the same reason.

Mr. Barrett favored the resolution. The loss to the state would be more than the cost of a gold pen by leaving this amount of business unacted upon.

Mr. Perry opposed the motion, and it was lost, 11 to 41.

Ayes—Barrett, Gaunt, Hatfield, Herbert, Hoagland, Jenkins, Kille, E. C. Smith, Wells, Willever, White—11.

Nays—Albertson, Baldwin, Bartlett, Barriclo, Bathgate, Beatty, Beers, Brown, Buckley, Budd, Carr, Cook, R. S. Demarest, T. W. Demarest, speaker, Demott, Doremus, Dutcher, Elmer, Frambes, Gould, Harker, Howell, Hutchinson, Jones, Keen, Lafetra, McDonald, Muchmore, Obdyke, Osborne, Parry, Perry, Pennington, Plummer, Robins, Schomp, Sergeant, Schoonmaker, Vorhis, Winans, Wooley, Whritenor—42.

REPORTS.

Mr. R. S. Demarest, (militia) reported the joint resolutions relative to Lieut. Wm. R. Montgomery.

Mr. Dutcher, (judiciary) to enable Rachel Taylor to convey certain lands.

Mr. White, (agriculture) to incorporate Monmouth County Agricutural Society.

Mr. Lafetra from the committee on banks reported the bills to incorporate the Central Bank at Hightstown, and the bill to punish frauds on incorporated banks, with a recommendation that they be disposed of according to the law respecting the bussiness of banking. The report was accepted.

A message was received from the Governor announcing that he had signed the following bills : supplement to act respecting justices of the peace ; to confirm deed of Margaret Bradford ; respecting coroners ; supplement to act relative to Presybyterian church at Orange ; to incorporate the Mount Holly and Ayrestown Turnpike company.

Mr. McDonald offered a resolution to hold evening sessions. Adopted.

Mr. McDonald offered a concurrent resolution, authorizing the inspectors of the State Prison, to examine the claims of Silas Thomas for lumber, and report to the next Legislature.

Mr. Lafetra opposed the resolution, and moved it lay on the table. Lost 15 to 32.

The resolution was then adopted—27 to 20.

Several bills from the Senate were reported, and several were referred.

Mr. Pennington offered a resolution requiring the treasurer to transmit to the members of the Legislature, the copies of the Geological report, at the expense of the State; thirty-five copies to each.—Adopted.

Mr. Dutcher reported a bill concerning taxes. Adjourned.

EVENING SESSION.

Bills passed.—Newark and Elizabeth Pland Road Company, passed 43 to 0.—Supplement to Camden, Ellsboro, and Marlton Turnpike Company, 44 to 0.

The Jersey City and Bergen Point Plank Road Company, was recommitted, 29 to 23.

Mr. Beatty, (corporations,) reported the supplement to the bill to relieve the Somerville Water Power Company.

The above bill was ordered a third reading, the rules suspended, and the bill passed 45 to 0.

Mr. Pennington, (municipal corporations) reported adversely to the bill to allow the Mayor of Hoboken to exchange a lot of land used as a burying ground.

The incidental bill was taken up.

The bill was read through, agreed to, and ordered a third reading.

Mr. Wells offered a resolution to pay the doorkeeper and assistants, the same as last year. Laid on the table for the present.

Mr. Pennington offered a resolution to furnish to the clerk and assistant clerk ten copies of the geological report—adopted.

Mr. Dutcher called up the resolution to consider the vote by which the bill to incorporate the Newton Hotel Company was lost. The motion to take up was lost.

The bill to charter the Union Canal Company was ordered a third reading ; also to charter the Novacessarian Institute. The rules were suspended and the bill was passed.

The committee to whom was referred the bill respecting the Hudson and Bergen Plank Road Company, reported the bill.—The rules were suspended and the bill was passed, 32 to 2.

Mr. Sergeant moved a reconsideration of the vote by which the resolution directing the inspectors of the state prison to audit and report to the next legislatnre the claim of Silas Thomas. Laid on the table, 25 to 24.

The bill respecting claims against vessels was taken up and ordered to a third reading.

The bill to enable Mary Taylor to convey certain real estate, passed—41 to 0.

The bill relative to freights and fares on certain railroads in this state, was passed—36 to 0.

Adjourned.

FRIDAY, March 14.

SENATE.

A message was received from the House, announcing the passage of a concurrent resolution, directing the inspectors of the State Prison to examine into the claim of Silas Thomas for lumber alleged to have been furnished to the Prison, and to report thereon to the next Legislature. The resolution was taken up advocated by Messrs. Allen and Franklin, and opposed by Mr. Robertson, and was disagreed to, 9 to 10.—

Nays.—Alexander, Bramhall, Depue, Laird, Price, Rea, Robertson, Rafferty, Riggs, Somers.

A resolution was adopted, requesting the House of Assembly to return the bill to incorporate the Railroad Trust Company.

The message of the Governor, vetoing the act relative to the State Lunatic Asylum (making an appropriation of $6000 to that institution, with twenty-five cents additional to each county patient,) was taken up, as follows :

STATE OF NEW JERSEY,
Executive Department,
TRENTON, March 13, 1856.

HON. WILLIAM C. ALEXANDER,
President of the Senate.

SIR : I herewith return the act, entitled "An act relative to the Lunatic Asylum," which originated in the Senate, for reconsideration, objecting to approve the same.—The appropriations for the Lunatic Asylum heretofore have been very liberal. Its charge upon the state treasury during the past year has been as follows, viz :

Building wings	$23,000
County patients	6,596
Annual salaries of superintendent, physicians and steward	3,450
Removing boilers	6,000
Total,	$39,046

The large expenditure for the additional wings was made, with the belief room would be afforded for more private and paying patients ; thereby increasing the receipts of the institution, and diminishing its annunl cost to the state, and it was confidently anticipated that the appropriation made by the act, approved March 30th, 1855, of seventy-five cents for each county patient, could be dispensed with, as soon as the wings were finished, and it is with some surprise that I find a provision in the act herewith returned, to increase the appropriation to one dollar for each county patient.

It will be observed by reference to the annual report of the institution, made at the commencement of the session, that it has been sustained during the last year by the receipts from the counties for their patients, and seventy-five cents from the state, and previous to the past year, it has been sustained by the payment from the counties alone, of two dollars a week for each patient, and without any deficiency. The cost of provisions has been unusually high the past two years, and higher than they are at this time, and I can see no good reason in view of the enlargement of the building, the reduced prices of provisions, and the large farm establishment connected with the institution for increasing the state appropriation—but recommend that the legislature repeal the law, approved March 30th, 1855, and relieve the state from any contribution for the care of the county patients.

which more justly belongs to the counties.

The managers, by the law organizing the institution, have the power to fix the price to be paid for keeping indigent patients, providing they do not exceed the actual cost of their support and attendance. Therefore if two dollars is not sufficient, they can increase the charge.

The appropriation of six thousand dollars made by the bill herewith returned, may, I think, on account of the estimated revenues of the state for the year being less than usual, be suspended for one year.

RODMAN M. PRICE.

And the question being taken—Shall this bill again pass? it was decided in the negative, 10 to 0, (Messrs. Alexander and Price voting affirmatively.)

The bill for the protection of railroad travelers and the safety of travelers, on motion of Mr. Allen, was postponed to the next Legislature.

Passed.—To authorize planting of oysters in Maurice River Cove, with House amendments.

Lost.—Authorizing the Governor to appoint commissioners of deeds.

The bill to repeal part of an act relative to the Hudson brigade, was postponed to the next session of the Legislature, on motion of Mr. Robertson.

A communication was received from the House, announcing the adoption of a concurrent resolution to appoint a joint committee to wait on the Governor, and inform him that the two Houses were ready to adjourn.

A resolution was adopted, directing that each Senator shall be furnished with 35 copies of the report of the Geological Survey.

The supplement to the act concerning Insurance Companies was taken up, read, and after a suspension of the rules, was passed. (This bill was vetoed a day or so since by the Governor, on account of an error in the title.)

The supplement to the Hudson and Hackensack Through Cut Company, was ordered to a third reading.

The joint resolution for the better protection of life and property on the New Jersey Coast, between Sandy Hook and Cape May, under a suspension of the rules, were passed. The bills to amend the charter of Hoboken, and authorizing a bridge over Mullicus River, were also passed.

A resolution requesting the House to return the bill to authorize Cape May county to subscribe to the Raritan and Delaware Bay Railroad, was lost.

A resolution was adopted appropriating an additional compensation of $1 per day to the Sergeant-at-Arms, and of 50 cents per day to the pages.

The bill from the Assembly to promote the safety of travellers on the Hudson River Railroad was read, and under a suspension of the rules, was passed.

The incidental bill was taken up, amended and ordered to be engrossed.

The supplement to the New Brunswick Saving Institution was postponed to the next session of the legislature.

A resolution was offered requesting the House to return the supplement to the Ramapo and Weehawken Plank Road Company. Lost.

The concurrent resolution from the House to appoint a committee to wait on the Governor, &c., was taken up.

Mr. Bramhall moved that it be laid on the table, which was agreed to, 9 to 6.

Mr. Martin moved a reconsideration of the bill to incorporate the Railroad Trust Company, lost yesterday (and returned from the House at the request of the Senate.) Agreed to, 11 to 8.

The supplement to the Hudson and Hackensack Tunnel and Through Cut Company, was taken up, (having been engrossed,) and passed.

The amendments to the incidental bill, having been engrossed, it was also passed, under a suspension of the rules.

Mr. Riggs introduced a bill relative to the Lunatic Asylum, (authorizing the managers of that institution to receive, on the warrant of the Governor, 75 cents per week for every indigent or pauper patient.) The rules were suspended, and the bill ordered to a third reading. Being engrossed it was passed, 15 to 4.

The bill to incorporate the Railroad Trust Company, being put upon its final passage, was lost.

Mr. Smith offered the usual resolution of thanks to Hon. Wm. C. Alexander, the President, for the impartial and able manner with which he has discharged his duties. The resolution was unanimously adopted, and the president responded thereto in some remarks, characterized by all the fervency and freshness which mark his public efforts.

Resolutions of thanks to the Secretary, the Assistant, and the reporters of the press, were adopted.

The supplement to the Jersey City Water Works, as amended in the House, was passed.

A resolution was adopted, requesting the House to return the bill relative to the Lunatic Asylum, just passed.

The concurrent resolution for the appointment of a joint committee to wait on the Governor, was taken up and adopted.—Messrs. Chetwood and Somers were appointed on the part of the Senate.

Mr. Chetwood from the joint committee to wait on the governor, reported that owing to errors in certain bills, he would not be able to communicate the same to the Senate, until three o'clock.

On motion of Mr. Robertson, the Senate took a recess to that hour.

AFTERNOON SESSION.

At three o'clock, the Senate re-assembled.

Mr. Chetwood offered a resolution, (which was adopted,) that the officers of the Senate with the reporters, be furnished with ten copies each of the Geological Report.

Various resolutions in reference to the salary of the officers, were adopted.

Resolutions of thanks to the clergy were adopted.

The bill to prevent the issue and circulation of small notes was postponed to the next session.

Mr. Chetwood, from the committee to wait on the governor, reported that he had no further communication to make.

A resolution was then adopted, directing the Secretary to inform the House that the Senate is ready to adjourn.

The America Bank and Hoboken Bank bill, were postponed to the next session, with several other bills.

The bill to incorporate the Union Canal Company, was passed—15 to 0.

The bill to incorporate the Nova Cessarian Institute was also passed 13 to 2.

A message was received from the House, announcing its readiness to adjourn.

In a short time, the members of the Assembly entered the Senate chamber, and the Legislature declared adjourned *sine die*.

HOUSE OF ASSEMBLY.

Mr. Parry introduced a motion, directting the Treasurer to forward to each member, his proportion of public documents.—Agreed to.

Mr. R. S. Demarest introduced a concurrent resolution that a committee wait upon the Governer, and inform him that the two houses will be ready to adjourn at 10 o'clock. Agreed to, and Messrs. R. S. Demarest, McDonald and Parry, were appointed.

Mr. White offered a resolution to furnish to the engrossing Clerk and Doorkeeper, a copy of Nixon's Digest. Adopted.

Mr. Parry offered a resolution, that the Treasurer be directed to furnish for publication, with the minutes of the House, a tabular statement of the receipts and expenditures of the State, for the last five years, as heretofore directed.

Mr. Dutcher moved to amend, so as to require the information to be furnished at the next session. Agreed to 28 to 21, and adopted as amended.

The Incidental bill, was taken up and passed 46 to 0.

The bill for the collection of demands, against Steamboats, &c. passed 41 to 0.

The bill to repeal the act authorizing a bridge across the Mullicus river, was taken up.

Mr. Parry moved to postpone the bill to the next session of the legislature. After a long discussion the motion prevailed, 32 to 6.

The joint resolutions relative to Colonel Montgomery, late of the U. S. army, were passed, 41 to 4.

The supplement relative to Insurance Companies passed, 39 to 0.

The supplement to the act to supply Jersey City with water was taken up and passed, 35 to 0.

Mr. McDonald offered a resolution of thanks to Hon. T. W. Demarest, for the dignified and impartial manner in which he discharged his duties as presiding officer of the House.

The resolution was unanimously adopted, whereupon,

Mr. T. W. Demarest said:

GENTLEMEN—Permit me to return you my sincere thanks for the complimentary manner in which you have been pleased to speak of me in the resolution you have just adopted, as your presiding officer. It shall ever be held by me in grateful remembrance. When I entered upon the duties to which you called me, I distrusted my ability to perform them to your satisfaction. You have each rendered material aid to the Chair, by your uniform good order, forbearance, and kindness, to discharge its varied and arduous duties and responsibili-

ties; your approbation now awakens the hope that I have in a measure succeeded.

During the session, questions of interest and importance have been discussed, upon which honest difference of opinion has been expressed; but I am happy to say that the debates have been courteously conducted. This session is now about to close; our acts must be submitted to the test of public opinion. All that are approved will bring their reward. And may we hope whatever errors we have committed will be regarded and corrected by a future legislature.

It affords me pleasure to say that my intercourse, whether official or personal, with the gentlemen of this House, has been both pleasant and profitable.

As legislators, we will soon separate and return to our homes, our families, and our constituents, and will never again all meet to perform the responsible and important duties in which we have been engaged. May those who succeed us, have the guidance of Him whose power regulates the destiny of nations, whose blessings have been so freely dispensed to us as a State and people, and to whom we are bound to address our devout gratitude for the past, as well as our fervent supplications and best hopes for the future.

The thought of parting, never again to meet, is solemn; may I breathe a parting hope, that when our earthly course is run, we all may reassemble in those mansions above where there is perfect concord, and where all are united in bonds of eternal love.

Mr. Gaunt offered a resolution of thanks to Mr. Hood, the engrossing clerk, for the satisfactory manner in which he had discharged his duties. Adopted.

Mr. Gould, from the committee on ways and means, reported to the House the abstract of rateables from the several counties.

The supplement relative to the incorporated banks in this state was passed.

Mr. Lafetra offered a resolution to print 1000 copies of the speech of Mr. Brown, on the subject of wrecks and the safety of life and property on the New Jersey coast.

Mr. Elmer offered a resolution of thanks to the clerk, Mr. Dorman. Adopted.

Mr. White offered a resolution of thanks to the clergy, who have officiated in the opening of the sessions with prayer.—Adopted.

Mr. Perry offered a resolution of thanks to Edward I. Pitcher, assistant clerk.—Adopted. Mr. Pitcher replied in a neat speech.

The bill to authorize the sale or exchange of a burying ground at Hoboken was taken up. Mr. Hatfield moved to postpone this bill to the next session of the legislature. Agreed to 30 to 20.

Mr. Lafetra offered a resolution of thanks to the reporters. Adopted.

Mr. Gould offered a resolution of thanks to Mr. William Beatty, doorkeeper of the House. Adopted.

The supplement to the tax law, was on motion of Mr. Schoonmaker, indefinitely postponed.

The incidental bill as amended in the Senate was passed.

The Central Bank of Hightstown was indefinitely postponed. (This bill asked for a special charter.)

The bill from the Senate, to incorporate the Bloomfield Park and Agricultural Association was taken up. Mr. Harker spoke against the bill, although he admitted that many of the objectionable features have been left out. Mr. Barrett also opposed the bill.

The bill was lost—29 to 23.

The joint committee to wait on the Governor, reported that they had waited upon his excellency, and that he would be pleased to make farther communications to them at three o'clock. The report was received, and the House took recess until three o'clock.

AFTERNOON SESSION.

3 o'clock—*Passed*—To incorporate the Union Canal Company, 32 to 0; to incorporate the Monmouth county Agricultural Association, 32 to 7.

A supplement to the act to charter the Hudson and Hackensack Tunnel and Through Cut Company was ordered a third reading. This bill was passed 49 to 0.

The Clinton Bank special charter was postponed to the next session.

The bill to incorporate the Nova Cessarian Institute was passed 40 to 1.

A communication was received from the Governor announcing that he had signed several bills.

Mr. Dutcher offered a resolution that the Clerk inform the Senate that the House is now ready to adjourn *sine die*. Adopted.

The House then went into the Senate chamber and both Houses adjourned *sine die*.

Acts of the Legislature---Session of 1856.

1. Joint Resolution in relation to Com. Charles Stewart.
2. Joint Resolution relative to distribution of Nixon's Digest.
3. Joint Resolution relative to protection of lives, &c., on coast of New Jersey.
4. Joint Resolution in commendation of Dr. E. K. Kane.
5. Joint Resolution relative to prevention of sale of adulterated guano.
6. Joint Resolution relative to breakwater at Cape May.
7. Joint resolution relative to improvement of Absecom and Great Egg Harbor Inlets.
8. Joint resolution for preservation of life and property on the New Jersey Coast.
9. Joint resolution relative to Col. W. R. Montgomery.
1. A further supplement to act for better relief of poor of Salem.
2. An act to incorporate Washington Market House Association.
3. A further supplement to act to incorporate Mount Hope Mining Company.
4. An act to incorporate Hunterdon county Agricultural Society.
5. A supplement to an act relative to commissioners of deeds.
6. A supplement to an act to incorporate the Jefferson Machine Works.
7. A further supplement to an act to incorporate the New Jersey, Hudson and Delaware Railroad Company.
8. An act to restore section fifteen in act to incorporate Hackettstown Bank.
9. A further supplement to act to regulate the practice of courts of law.
10. A further supplement to act to incorporate Camden and Atlantic Railroad.
11. Act to confirm deed to Isaiah Toy.
12. Act to amend act to authorize bridge over Elizabethtown creek.
13. Further supplement to act to incorporate Bellville Railroad and Transportation Company.
14. Act to incorporate Hibernia Iron Company.
15. Act to authorize city of Trenton to purchase lands.
16. Supplement to act to incorporate the Elizabethport and Staten Island Ferry Company.
17. Supplement to act to incorporate the Freehold and Jamesburg Agricultural Railroad Company.
18. Supplement to act to incorporate the Northern Railroad Company of New Jersey.
19. Supplement to act to incorporate the Delaware Fire Company, of Trenton.
20. Supplement to act to incorporate the Newton Presbyterian Academy.
21. Supplement to act to incorporate the Martinville Mining Company.
22. Supplement to act to incorporate the Bordentown Reservoir Company.
23. An act to incorporate the Cooper's Point and Philadelphia Ferry Company.
24. An act relative to public printing.
25. An act to incorporate the Hudson and Bergen Gas Light Company.
26. An act to authorize New York and Erie Railroad to purchase and hold land.
27. A supplement to act authorizing the enclosure of a tract of land called Toms' Point.
28. A supplement to act to incorporate companies to erect buildings, &c.
29. A supplement to act to incorporate Newark Fire Department.
30. An act to incorporate the New Jersey Agricultural Society.
31. An act to incorporate the Long Branch and Sandy Hook Railroad Company.
32. An act to incorporate the Odd Fellows' Hall Association, of New Egypt.
33. An act to authorize inhabitants of South Amboy to vote by ballot.
34. An act to incorporate the Exit Fire Arms Company.
35. An act further to amend act to incorporate Jersey City and Bergen Point Plank Road Company.
36. A further supplement to act respecting executions, &c.
37. A supplement to act to incorporate Belvidere and Water Gap Railroad Company.
38. A supplement to act to incorporate Somerville Woolen Company.
39. An act to incorporate the Long Dock Company.
40. An act to authorize inhabitants of Upper Township and Egg Harbor to vote by ballot.
41. An act to incorporate the Union Omnibus Company.
42. An act to incorporate Howard Express Company.
43. A further supplement to act to incorporate city of Newark.
44. A further supplement to act to incorporate Mount Holly and Jobstown Turnpike Company.

45. A supplement to act to incorporate Peapack and Plainfield Railroad Company.
46. An act to authorize Newark India Rubber Manufacturing Company to extend time for duration of said company.
47. A further supplement to act to incorporate city of Camden.
48. An act to incorporate the Clover Hill Public Hall Association.
49. An act to authorize the inhabitants of road districts in Upper Alloways Creek to elect overseers.
50. An act to incorporate Longacoming and Chews Landing Turnpike Company.
51. An act to incorporate the Warren Foundery and Machine Company.
52. An act to incorporate the Empire Manufacturing Company.
53. An act to incorporate the Farmers Mutual Fire Assurance Association of New Jersey.
54. An act to incorporate the Bordentown and Crosswicks Turnpike Company.
55. An act to authorize the inhabitants of Salem to vote by ballot.
56. An act to extend the provisions of an act to prevent horses and cattle from running at large in Hackensack and Harrington.
57. An act to incorporate the Elizabeth Hotel Company.
58. An act to authorize the trustees of the First Presbyterian Church at Blackwoodtown to sell land.
59. A supplement to act concerning marriages.
60. A supplement to act to incorporate New Brunswick Gas Light Company.
61. A supplement to act to authorize inhabitants of school district No. 7, in Pequannock, to raise money.
62. A supplement to act to incorporate Fire Department of Hoboken.
63. A further supplement to act to establish and regulate pilots.
64. An act to annex part of the township of Nottingham, to Trenton.
65. An act to change the name of Benjamin Swain, &c.
66. An act concerning firemen of township of Bellville.
67. An act for the relief of Presbyterian church at Long Branch.
68. An act to establish a ferry at Columbia, Warren county.
69. An act relative to working roads in Ocean and Manalapan townships.
70. An act relative to election of overseers of the highways in the townships of Blairstown, New Providence and Union.
71. A supplement to act to incorporate New Jersey Historical Society.
72. A further supplement to act constituting courts for trial of small causes.
73. A further supplement to act to incorporate city of Paterson.
74. A further supplement to act for preservation of clams.
75. A further supplement to act to incorporate Camden and Atlantic Turnpike Company.
76. A further supplement to act respecting orphans' court, &c.
77. An act to regulate the price of public printing.
78. An act to authorize the erection of a bridge over Cooper's creek.
79. A further supplement to act to incorporate city of Newark.
80. An act to authorize city of Elizabeth to borrow money.
81. Supplement to act to enable owners of meadows lying on the Assanpink creek to clear out and straighten creek.
82. Supplement to act relative to commissioners of deeds.
83. Supplement to act to secure to creditors an equal division of estate of debtors.
83. Act to incorporate Princeton Mutual Fire Insurance Company.
84. Act to incorporate the Elizabethport Cordage Manufacturing Company.
85. Act respecting Public Schools in Trenton.
86. Further supplement to act to incorporate city of Paterson.
87. An act to incorporate the Farmers' and Citizens' Ferry Company.
88. An act to authorize repairs of State Arsenal.
89. An act to relieve the creditors and stockholders of Somerville Water Power Company.
90. An act relative to alteration of certain arms in Arsenal.
91. A supplement to act to regulate the mode of docketing judgments, &c.
92. A further supplement to act to establish a militia system.
93. A further supplement to act relative to commissioners for taking acknowledgment of deeds.
94. An act to incorporate the Jefferson Manufacturing Company.
95. An act to establish a public ferry in Warren county.
96. An act to incorporate Trenton and Allentown Turnpike Company.
97. Supplement to act to incorporate Cape Island Turnpike Company.
98. Supplement to act concerning Rifton Manufacturing Company.
99. Act to authorize inhabitants of Lawrence township in Mercer county to vote by ballot.
100. An act to confirm deed of Margaret Kirkpatrick.
101. Act to set apart land for burying ground in Bergen township.
102. Act to secure to operatives in manufacturies their wages.
103. Act to alter line between North and South Brunswick townships, Middlesex co.
104. Act to authorize board of freeholders of Passaic county, to issue bonds.
105. Further supplement to act relative to public schools.
106. Act to incorporate Hope Express Company.
107. Act to incorporate City Blues Artillery Company of Paterson.
108. Supplement to act relative to telegraph Companies.
109. To authorize Furman Ladou to dam off Mill creek.
110. Further supplement to act respecting coroners.
111. Supplement to act to incorporate the Mount Holly and Ayrestown Turnpike Company.
112. To legalize the will of Margaret Bradford.
113. Supplement to act relative to first Presbyterian church at Orange.
114. Further supplement to act relating to justices of the peace.
115. To erect election district in Newton township, county of Camden.
116. Further supplement to act to incorporate Paterson and Hudson River Railroad Company.
117. To confirm will of James Peter Van Horne.
118. Supplement to act to ascertain time and places of holding certain courts.
119. Relative to purchase of Lippincott's Gazetteer.
120. Joint resolution granting to the clergymen of Trenton certain privileges.
121. Joint resolution relating to Clayton Bulwer Treaty.
122. To incorporate Union Works at Willingboro'.
123. Act to provide for the punishment of crimes.
124. Act to confirm acknowledgment of deeds by A. L. Martin.
125. Supplement to act concerning roads.
126. Supplement to act respecting fees and costs.
127. Act to incorporate the Elizabeth Library Association.
128. Act for promotion of agricultural interests.
129. To repeal supplement for preservation of sheep.
130. Act to repeal part of act authorizing elections in Deerfield township to be by ballot.
131. Act to regulate elections in Franklin township, Gloucester county.
132. Supplement to act authorizing J. Stull to construct a dam at Mays Landing.
133. Act to erect an election district in township of Bergen, Hudson county.
134. Supplement to act concerning wrecks.
135. Act relative to election of overseers in the township of Frankfort, Sussex county.
136. Act to authorize Lackawanna Railroad Company to hold lands in Essex and Hudson counties.
137. Act to authorize improvement of sidewalks in village of Hackensack.
138. Act relating to Camden Brigade.
139. Act to amend act to incorporate the Jersey Little Falls Company.
140. Further supplement to act to incorporate Sparta Manufacturing Company.
141. Further supplement to act to incorporate the Medford and Tuckerton Turnpike Company.
142. Supplement to an act entitled an act for the punishment of frauds on incorporated banks.
143. An act to incorporate the Salem and Camden Railroad Company.
144. An act to authorize Rachel Taylor to convey certain real estate.
145. An act relative to rates and fares on certain railroads in this State.
146. An act relative to the Geological Survey.
147. A further supplement to act entitled an act to incorporate the city of Trenton.
148. An act to incorporate the Union Ferry Company.
149. A supplement to act entitled an act to incorporate the Crosswicks and Trenton Turnpike Company.
150. An act to promote the safety of travelers upon the Paterson and Hudson River Railroad.

151. An act to amend an act entitled an act to incorporate the city of Hoboken.
152. An act to incorporate the Burlington and Columbus Turnpike Company.
153. An act to defray incidental expenses.
154. An act to authorize the erection of a draw or swing bridge over the Mullicus river.
155. To incorporate the Columbus and Kinkora Turnpike Company.
156. A further supplement to the act entitled an act to provide for the incorporation of insurance companies.
157. An act to incorporate the Gravelly Ridge Company.
158. An act to incorporate the Bordentown and Columbus Turnpike Company.
159. An act to incorporate the Hackensack and Harrington Plank Road Company, in the county of Bergen.
160. An act to incorporate the Salem Steamboat Company.
161. A further supplement to the act entitled an act to incorporate the Camden and Ellisburg and Walton Turnpike Company.
162. An act to incorporate the Hackensack and New York Railroad Company.
163. A supplement to an act entitled an act to incorporate the city of New Brunswick.
164. An act to incorporate the Newark and Elizabeth Plank Road Company.
165. An act to authorize the planting of oysters on lands covered with water in Maurice River Cove, in the county of Cumberland.
166. An act to incorporate the Camden Brick Company.
167. An act to incorporate the Bridgeport, Thomson's Point, Billingsport and Philadelphia Steamboat Company.
168. A further supplement to act to incorporate the Sussex and Warren Railroad Company.
169. Supplement to act to incorporate the Hudson and Hackensack Tunnel and Through Cut Company.
170. Supplement to act to incorporate the Hudson and Bergen Plank Road Company.
171. Act to repeal act relating to plank and turnpike roads.
172. Act to better discipline and regulate the Hudson Brigade.
173. Act to incorporate the Novacessarian Institute.
174. Further supplement to act to authorize construction of water works at Jersey City.
175. Further supplement relative to Insurance Companies.
176. Further supplement for relief of creditors against absconding, &c., debtors.
177. To incorporate the Union Canal Company.
178. Supplement to act for relief of creditors of the Somerville Water Power Company.
179. Act making appropriation for State Prison.
180. Act to incorporate the Phillipsburg Bank.

[The supplement to the Jersey City and Bergen Point Railroad failed to become a law on account of wanting the signature of the speaker.

Supplement to the act relative to court of pardons, and an act for the collection of demands against ships, vessels and steamboats have not been signed by the Governor.]

APPENDIX.

Governor's Message.

EXECUTIVE CHAMBER,
January 8, 1856.

Senators and Members of the General Assembly:

GENTLEMEN—You meet at a time when the people of New Jersey are enjoying unprecedented health, prosperity, and happiness.

A Gracious Providence has amply rewarded the labor of the field and work-shop. Under such congratulatory circumstances, it is with peculiar pleasure I perform the duty imposed by the constitution, of communicating to you the condition of the affairs of the state, and calling your attention to such measures as in my judgment may be expedient, and calculated to advance the common welfare.

By the report of the treasurer, the ordinary disbursements of the past year have been $126,021.32, and the extraordinary expenditures $95,119.05, making the total expenditures $221,140.37, and the receipts to have been $221,263.62, leaving the sum of $122.05 in the treasury on the 31st December.

Our revenues during the past year from our public works have been less than were estimated, and the appropriations were greater, consequently, after realizing the loan of $30,000 authorized by the last Legislature, there are still some appropriations unsatisfied, but which can be readily met from the receipts of the revenues due during the present month. The condition of the treasury, however, demands prudent and economical appropriations, so as to liquidate the loan, and meet the ordinary expenses of the present year. The fund for the support of free schools has increased $10,249.89 during the past year, and now amounts to $413,454.96.

The Geological Survey has progressed in a most satisfactory manner. The reports of the superintendent and his associates, which accompany this message, show a large amount of work done, and the results exhibited cannot fail to satisfy you with the importance of prosecuting the survey. These reports are very creditable to the gentlemen who have had charge of the different departments of the work, and contain matter of great value to the people of the state.

In the topographical report will be found a concise and interesting review of our internal improvements and resources. The geological examinations in the northern districts, show an increasing development of the vast mineral deposits of that section. The explorations in the southern district are of great interest and value, in connection with its agricultural improvement. A precise chemical analysis follows the examination in the field. To the end that this work may be prosecuted with the same spirit that has thus far characterized it, I recommend a further appropriation of the same amount as made last year.

The maps of some of the counties are completed, and are being engraved on copper. Those of the counties of Sussex and Cape May accompany the report, and will be found, upon examination, equal in execution to those made by the coast survey of the General Government, which have been carried to the highest point of accuracy. These maps will be generally sought for, and a large number of copies required, beyond what the state ought gratuitously to supply. In order that they shall be justly distributed, I would recommend that the legislature determine a price at which they may be sold. This can be made either nominal or sufficient to reimburse the treasury in whole or in part for the cost of the survey. The details of this work are of such a character, that it has attracted the attention of scientific persons generally; many of them, as well as the Executives of several of the states, and representatives of public libraries, have applied for copies of the report of last year, which, on account of the limited number printed, could not be furnished; it is therefore desirable that a number of copies of the present report be set aside for distribution in this country and in Europe.

I beg leave to invite attention to the report of the Adjutant-General, by which it will be seen that a late law of congress, changes the basis of apportioning the quota of arms and military supplies, distributed to the states, and supersedes the act of the legislature, passed March 17, 1852, the repeal of which is recommended; the further recommendations contained in the report will, I trust, receive the attentive and favorable consideration to which they are entitled, emanating from a zealous and accomplished officer, who devotes much time and reflection to our militia system.

The office of Quartermaster-General became vacant by the resignation of Brigadier-General Samuel R. Hamilton, and has been filled by the appointment of Brigadier-General Lewis Perrine. The reports of these two officers embrace the annual distribution and receipt of the state arms, and the amount and condition on hand at the state arsenal. The want of reports from the several brigade inspectors, as required by law, prevents the Quartermaster-General from making as complete a report as desirable. The authority for altering our muskets from flint to percussion locks, and the repairs and alterations of the state arsenal, as desired by the report, I hope will be granted.

The importance and the duty of the state to have a well organized, armed, disciplined and efficient militia, I trust is appreciated, and will receive from you the care and attention necessary to keep our's in a condition to meet all the exigencies which may arise.

The annual report of the superintendent of public schools shows that a larger number of children has attended and received the benefits of our schools; and the sum raised by tax, for school purposes, and the efforts of the people to carry forward this great work, vastly exceed that of any former year. My own convictions of the wise and enlightened policy, and duty of educating the children of the state, have been so fully heretofore expressed, that I consider it unnecessary to urge them again upon the legislature.

The Normal School has been successfully established and put into operation in this city, in a temporary building, only awaiting the completion of a large and commodious edifice, which has been erected by the voluntary contributions of the citizens of Trenton, for its permanent accommodation, and will probably be ready for occupation before the adjournment of the legislature. The liberal, wise, and enlightened act, establishing this institution, has been sanctioned and approved by the people of the state, and their representatives will have an opportunity of seeing the practical operation of the school during their session. The trustees, in their annual report, will give full information as to its establishment, progress, and condition.

Teachers' Institutes have been held during the past year in thirteen counties. The increased interest for education which has been aroused by these several enactments, has already exerted a beneficial influence throughout the state. They will make our educational system equal to that of any other state, where it should be our highest pride to maintain it. "Promote, then, as an object of primary importance, institutions for the general diffusion of knowledge. In proportion as the structure of a government gives force to public opinion, it is essential that public opinion should be enlightened."

The commissioners appointed under the law of the last session, "to revise the school laws of the state, to extend and codify the same," have prepared a law which will be submitted for your consideration, as required, before the tenth day of your session.

The commissioners of the library have not made the alterations in the library rooms, as contemplated and authorized by the law, approved March 29, 1855. Upon examination, it was found that there is not sufficient room in the State House, to accommodate the State and Law Libraries. And the commissioners had a design made for an enlargement of the building, which will give a good library room and committee rooms to the Senate and Assembly Chambers, which are much needed, and would be a valuable addition to the State House, and in perfect harmony with its architecture; the whole cost is estimated at ten thousand dollars. The present library room could be appropriated to the mineralogy and natural history of the state, which it is proper should be arranged, and will no more than accommodate the specimens obtained by the officers of the Geological Survey.

The additions to the Lunatic Asylum, authorized by the legislature of eighteen hundred and fifty-four, have been completed and furnished, and the work of removing the heating apparatus from the main building has also been completed. A full condition of the affairs of the asylum will be found in the report of the managers and officers. The appropriations for this institution have been large and liberal, and the most sanguine expectations of the humane in its establishment have been realized. By its enlargement, and the additional room afforded for the paying patients, the annual cost to the state of maintaining the institution, will be greatly diminished. No further extraordinary appropriations can be needed or anticipated by the managers.

For the condition and conduct of the State Prison, I respectfully refer to the reports of the keeper, inspectors, physician, and moral instructor. This institution requires a hospital, but whether the condition of the treasury will admit of its being authorized to be built this year, is left to your better judgment.

The number of deaf and dumb, and blind sup-

ported, in whole or in part by the state, in the New York and Philadelphia institutions, is about the same as last year. The appropriation is ample for the object, and the care of the pupils of the state by the superintendents of those excellent institutions, is unexceptionable. I highly approve of this mode of taking care of the poor and afflicted, and I would recommend that a similar provision be made for the pauper idiots of the state, so that they may be sent to an institution now established in Philadelphia, where, by the system adopted, this unfortunate class are, to a limited extent, reclaimed.

The report of the Commissioners on Pilotage affords a most satisfactory account of our pilot establishment, and is herewith submitted.

Railroads have been extended, and double tracks are being laid on some of the most important lines of road, and arrangements are being made for the heavy coal transportation, from the inexhaustible coal beds of Pennsylvania, across our territory to New York, Philadelphia, and our own manufacturing cities, which must necessarily have the effect of reducing the price of coal to our own citizens, giving them the advantage of greatly increased traffic, upon our railroads and navigable waters, and will further demonstrate the value and importance of the natural and geographical position of our state, and promote its agricultural and mineral developments. While our railroads are as well and as safely conducted as those of any other state—which is shown by statistics—and while we have the oldest roads, and more than our share of ability and experience devoted to their care and management, a sad and painful accident occurred in the month of September last, causing a great deal of individual suffering, which has been deeply sympathised in by the directors and managers of the road, and the public at large.

That the greatest possible security against accidents may be attained, I respectfully suggest that a joint committee of the legislature be appointed at an early day of your session, whose duty it shall be, after due deliberation and investigation, to recommend such further legislation, as would, in their opinion, increase safety in railway travel.

I repeat the recommendations heretofore made, for some change in our road law. The present system of working township and county roads is defective, as the condition and character of our highways will attest. It is desirable that more practical knowledge be employed in their construction, and greater care and attention bestowed upon their seasonable repair. This would be productive of improved highways and economy to the tax-payers. The value of good roads is not sufficiently estimated. While they reduce the cost of transporting our produce to a market, they greatly enhance the value of the land. Well made, incorporated turnpikes, are an acknowledged benefit in some sections of the state, and are remunerative to the capital invested in them; but turnpikes are not in accordance with the popular idea of free public highways, and I think will be found more expensive to the community than an improved system to afford as good roads. Turnpikes are only built through densely populated districts of country, and are built as an advantageous investment for capital, rather than accommodation for the public. In our present system we have too many overseers of highways, and the responsibility for the condition of roads is so much diffused, that little experience or study is bestowed upon them, and the labor lost. The great importance of this subject demands early and earnest attention, and I recommend that a joint committee be appointed to investigate the whole subject, and report such amendment to the present laws as are calculated to improve our highways.

For the better protection and prevention of encroachments upon the waters of New York harbor, that state appointed commissioners to survey the said harbor, and report an exterior line for wharves, piers, or other constructions.

This state has an equal interest with New York in this important matter, and therefore I recommend that commissioners should be appointed by this state for a like purpose—to act either separately or in conjunction with the New York commissioners, as they may deem advisable. This survey is, I am informed, almost completed, and the line will shortly be defined. The rights of the state of New Jersey may be seriously affected thereby, therefore prompt action on your part may be desirable.

By the report of the Bank Commissioners herewith submitted, it will be seen that two new banks have been organized under the act authorizing the business of banking during the last year, showing conclusively that the general law would have afforded all the banking facilities required by the people of the state, and by giving perfect security to their issues, the bill holders were always safe. Amendments recommended last year to the law, are again urged by the Bank Commissioners. Notwithstanding the legislature at its last session rechartered many special banks, and granted five new charters, they left the general banking law on our statute book; we have therefore two banking systems recognized by our laws, which cannot equitably exist at the same time. My sentiments on this subject having been fully expressed in my last message, and sustained by my action in relation to the charters referred to, I beg leave to reiterate the same.

It is deeply to be regretted that our policy in regard to banking was disturbed. The effect is, that more than twenty applications for bank charters will be made to you. I trust none of these applications will be acted upon before you have decided which is the better of the two systems; but the granting of any special bank charter is, in my opinion, prejudicial to the best interests of the state, and I confidently hope that they will be resisted by the friends of general laws. I will again urge upon your consideration the passage of a law prohibiting the circulation of bank notes of five dollars and under; such a law would increase the circulation of gold and silver, and protect the laboring classes from a currency liable to depreciation.

I beg leave to refer to the legislation legalizing an increased rate of interest in Essex and Hudson counties, and in the city of Paterson. A difference in the legal rate of interest in contiguous territory, acts prejudicially to that allowing the lower rate. That portion of our state lying near New York suffered loss of capital, because a higher rate of interest was given in that state, which attracted and took away capital, and prevented our citizens from effecting loans there. This induced the legislature to increase the rate in the counties referred to, which has given satisfaction, and is considered beneficial by the people, but the people of the adjacent counties complain that it is prejudicial to them, for the same causes that previously affected and were complained of by the counties of Essex and Hudson. Our present laws discriminate also in favor of railroad companies who are allowed to pay seven per cent. on their bonds. The abundant and sufficient security offered by the many works of internal improvements, induces our capitalists to invest their money in them, both in and out of the state. I do not hesitate to express the opinion that a uniform rate of interest ought to exist throughout the state.

In this connection, I cannot forego noticing the recommendation by the Executives of several states of the Union, to repeal all laws on the subject of usury, assuming that the price for money, like merchandise and produce, should be free, and regulated by supply and demand. These views have attracted public attention, and have their advocates in this and other states, and there are also those who advocate legalizing contracts at any rates that may be agreed upon by the parties, and other modifications which in effect are tantamount to an abolition of usury laws, in whole or in part. Stringent usury laws are, to my mind, as necessary to restrain avarice (one of the worst passions) as any of our criminal laws are to restrain and punish crime. The argument that they are evaded and disregarded, certainly is not true in this state, except possibly in a few transactions; and it is equally unfounded that they keep up a high rate of interest. Institute a comparison between the states where no usury laws exist and where they do, and compare the rates of interest, and it will be found that the absence of usury laws, or the repeal of them, increased the rate of interest enormously, and caused increased debt, great sacrifices of property, distress, and ruin of many, from the unrestricted price of money, and the rapacity of money lenders. The result has been frightful in the states where the experiment has been tried, and most stringent laws have been invariable re-enacted within two or three years after their repeal. Money is not increased, and does not become plentiful and cheap when relieved from the restraints of usury laws, nor does competition among money-lenders reduce the rate of interest, as it is urged. If it did, the money would be, in times of plenty, at a less rate than allowed by law, there being no obstacle to competition below it. These arguments may do for the lenders, not the borrowers of money. The effect is to increase, instead of diminish, the rate of interest.

It must not be forgotten, that money is created by government, and merchandise and produce by individual labor and industry. Money is made a standard of value, a currency, and a legal tender for the payment of debts, which is necessary for the convenience of all, to conduct trade. These powers are conferred, and it is the duty of the government to see that no injury is done to the public, and unless the same power can be given to wheat, corn, and manufactured articles, they are not equal to, or the same as money, and this cannot be done—for two currencies, or two standards of value cannot exist together; therefore, the holders of money and the holders of that representing money, cannot be made equal, for the farmer and the manufacturer cannot pay their obligations with the products of their labor; thus the unrestricted price of money increases the advantage of capital over labor. So long as there is a distinction in the power of money and the products of labor, the lender and the borrower of money are not equally free; whereas, as relates to the sale or purchase of everything else, the parties are free. It is therefore, evident, restrictions in moneyed transactions are necessary.

Investigation, experience, and evidence will show that usury laws give protection to property and stability to trade, create confidence between man and man, and are a wholesome restraint upon the blind passions of avarice, and as a safeguard to the poor and laboring classes prevent distress, destitution, and crime. Such is the policy, wisdom, and necessity of this old and almost universal law, which protects the community from imposition, prodigality, and extortion. The happiness, prosperity, and well-being of society demand, in my judgment, a rigid enforcement of usury laws, and with the hope of checking the growth of a sentiment so dangerous, and productive of such great evils, and the fear that the interested, and those who know little of the nature of finance, might effect some modification or change in the law, has induced me thus fully to discuss the subject.

The State Agricultural Society held its first exhibition at Camden, in September last. It was an occasion full of interest, and drew together a very large number of agriculturalists. The exhibition was gotten up on a scale creditable to the state, and was eminently successful, and calculated to invigorate this first and most important branch of industry.

The officers of the society have placed the state under obligations for the zeal and labor manifested by them in the arrangement of the exhibition. I recommend that the appropriation made last year to this society be renewed at this session. Every effort at improvement in our system of agriculture has met with such signal success as to incite to perseverance. The large area of unoccupied lands now lying dormant, can, with the means nature has so bountifully supplied, be brought under successful culture.

The market is at our doors, and every motive of personal profit and state pride, urges us to the encouragement of enlightened and improved agriculture, as the true source of our wealth, and as the first object and care of the state. The beneficial effects of the application of science to agriculture, is perceptible in every county of the state, by the improvement of soil and augmentation of crops the husbandman is enriched and emigration prevented. For this we have much to hope from the State Agricultural Society, and the numerous county societies.

The Historical Society of the state has incurred great expense in procuring an analytical index to the colonial documents deposited in the state-paper offices of England, and the legislature at its session of eighteen hundred and fifty-two, authorized a subscription towards its publication. Considerable progress has been made in the volume, but it having been thought advisable by the society to

incorporate in the index, references to the documents and records to be found in private and public depositories in America, connected with our colonial era, the work has been suspended.

The subject is one which cannot fail to enlist your interest, and the society desires a co-operation of the legislature in directing, by resolution, an inquiry into the condition of the public records in each county, authorizing the prosecutor of the pleas and county clerk, with two or more members of the Historical Society, to make the necessary examinations, and to report to the next legislature the condition of the respective county records, and submit such a summary of the information obtained as may supply what is wanted for the completion of the index referred to.

The History of New Jersey is calculated to arouse the just pride of its citizens. No state can point to so many battle fields—none to the amount of sacrifice and devotion made in the dark days of our revolution—none, indeed, with more stern fortitude sustained the privations and sufferings of that glorious struggle, but strange to say, the history of the sacrifices of her people has never been written, and not one stone is raised upon another to commemorate the gallantry of her sons, or designate the spot where the great battles of the revolution were fought and won. I confidently hope that encouragement will be afforded the commendable and patriotic exertions of the historical society for obtaining all the information desired to complete and illustrate our history.

I herewith transmit communications of public interest received from the states of Massachusetts, Connecticut, and Maine, in accordance with the request contained in the resolutions of those states. They refer to the Missouri compromise and the slavery question.

It is to be regretted that any of the states of the Union should deem it necessary to agitate at this or any other time, subjects like these, in a spirit so imperative and unconciliatory. It must be admitted by all, that the questions referred to, are of a character to enlist in their consideration, all the prudence, moderation, and forbearance which the people of every section of the confederation have a right to expect and demand from those of other sections. In this spirit, do I desire to direct the attention of the legislature to the points involved in these resolutions.

That the so-called Missouri compromise was, in itself, an expedient devised to accommodate, for the time being, the conflicting opinions which existed in regard to the admission of the state of Missouri, with a constitution recognizing the existence of slavery, no one will deny. The act was, in its nature, so far as the future exclusion of slavery from the remainder of the territory acquired from France, in the cession of Louisiana, a restriction upon the rights of the slave-holding states—since in the normal condition of that territory, slavery was recognized. And although tacitly submitted to for a while, there was nothing in its provisions to cast around it the halo of "good faith," which its advocates pretend should have guarded it from repeal. But it is repealed; and I submit, can it now be restored with any advantage? In restoring it, were it possible to do so, we bring back the free citizens who now inhabit, or may in future inhabit those territories, to that condition of quasi-colonial dependence, which they are now freed from, and which is at variance with the principles of free government. We, as Jerseymen, contend that we have the capacity, and are endowed by nature, in common with all our countrymen, to the right of self-government. We enjoy it to the fullest extent in our own state. But should inclination or necessity take us to a territory, the common property of us all, shall we thereby forfeit that right, and become more subservient to the will of the federal government than we now are? Shall we part with the right of having a voice in the establishment of institutions, on which our future may depend? I think not, and therefore, I believe that the restoration of the Missouri compromise is not to be desired any more, by us of the north, than by our brethren of the south.

With regard to the disturbances in Kansas, however much they formed a subject of regret and condemnation, there is no doubt they had their origin as much in the acts of the misguided fanaticism of a portion of the people of the eastern states as in the violence of the intruders from the borders of Missouri. If either of these parties had been willing to have dealt fairly by the settlers in Kansas, and to have left them to the enjoyment of the rights, which they themselves possessed under their territorial law, and the constitution of the United States, no disturbance would have occurred excepting such as may be considered inseparable from the condition of the first occupants of remote territories; but such is the innate good sense and love of justice of the American people, that discord cannot sway them long, in the presence of those substantial benefits, to be produced by harmony and union. Left to themselves, the people of Kansas will settle their own differences, as they would do were they still the inhabitants of organized states, without any interference from federal authority.

The states whose resolutions I am now commenting on, ask for the repeal of the fugitive slave law, and a good deal of discussion has, in my humble judgment, been wasted in regard to the constitutionality of this act. Without troubling you with details, or the hair-splitting distinctions made in regard to some of its clauses, I deem it merely necessary to refer you to the section of the constitution of the United States, applicable to the subject. It is thereby declared, article IV., section 2:

"No person held to service or labor in one state, under the laws thereof, escaping into another, shall, in consequence of any law or regulation therein, be discharged from such service or labor, but shall be delivered up on the claim of the party to whom such service or labor may be due."

This is positively a recognition of the right of the owner to claim the person who shall have escaped from his service, and of the duty of the state under whose jurisdiction he happens to be, to deliver him up. It must be admitted, that without this provision in the constitution, the union of the states would never have been established, and the repeal of an enactment which is intended to give effect and vitality to the conditions contained in it, would necessarily destroy that which it established. No one can desire such a conclusion, and therefore I am free to believe that the sober, discriminating judgment of the people of New Jersey will resist so gross an encroachment on right, leading to so disastrous a result. The recognition of the principle has been always sustained by the people of this state, and ample provisions for its enforcement is contained in our statutes.

The resolution by the state of Maine, that no new states shall be hereafter admitted into the confederation with constitutions authorizing slavery is, to my mind, entirely irreconcilable with the principle of self-government which I have already referred to, as well as with the provision on the subject contained in our national compact. The only condition provided in that instrument for the admission of new states is, that it shall have a "republican" form of government, and the representatives of the states, in Congress assembled, have no right to impose upon it any other condition. It is true that the constitution does not make it obligatory to admit any new states, and members of Comgress may, in the exercise of the discretion reposed in them, refuse to vote for their admission; but if no other reason exists for such refusal, excepting the intended possession of slaves by the states so applying, it would be, to my mind, a most flagrant departure from duty, and a breach of good faith, not to be expected from men acquainted with their responsibilities, and faithful to the oath which they have taken to support and maintain the constitution, and it would be just as reasonable to say that New Jersey, or any other state, having abolished slavery, cannot, at their discretion, recognize and re-establish it. Without discussing further the points referred to by the resolutions now transmitted, I would only add the expression of my confidence, that in the existing dissentions, and those with which our country is further threatened, New Jersey will continue to occupy a position of just and honorable conservatism. True to the memories of the past, and hopeful in the considerations of the future, let us seek not to disturb those common rights which belong alike to every member of the Union. Standing by our own independent sovereignty, as reserved to us by mutual agreement with our sister states, let us be willing to concede to them all that we demand. Let us not, above all, for the indulgence of what we may consider motives of philanthropy, peril the peace and perpetuity of this Union, and destroy the future hopes of generations yet unborn.

Some change, to my mind, is desirable in the constitution of the United States, and for this object a plan of amendments to accomplish the change have been submitted to the Legislature of Tennessee, by Governor Johnson, to which I beg to call your attention, as they are calculated to popularize our free institutions, and make them more national, by submitting the elections of President and Vice-President, and Senators of the United States, directly to the people, instead of indirectly, through the electoral colleges and legislatures; and a further amendment, by which the judges of the United States courts shall hold their offices for twelve years, to be divided into three classes, so that one-third may be chosen every fourth year, instead of holding their offices, as now, during good behavior. The importance of modifying the constitution of the United States is manifest from the present condition of the House of Representatives. The choice of a President and Vice-President should never be placed where the election might be indefinitely postponed, or result in placing men in office without regard to the popular will. The proposed amendments to the constitution would remove all apprehension and difficulty on this account, as it contemplates that each state shall be divided by the legislature thereof into districts equal in number to the whole number of Senators and Representatives to which such state may be entitled in the congress of the United States, and the person receiving the greatest number of votes for President, and the one receiving the greatest number of votes for Vice-President, in each district, shall be holden to receive one vote, which shall be certified to congress, who shall count the votes; but if no person have a majority of the whole number of votes, then a second election shall be held between the two persons having the highest numbers for the office of President, and the same as to the Vice-President, and the elections to be held, certified and counted in the same manner, and the persons having the highest number of votes to be deemed elected.

Your joint resolution approving of and recommending such change in the constitution of the United States, and your readiness to promote it in either manner prescribed by the constitution itself, I respectfully recommend.

The firm and decided position taken by our government in relation to the construction of the Clayton-Bulwer treaty, will no doubt meet the approbation of the people of the country. By it, our friendly relations with Great Britain may be disturbed. Colonization by any European power on this continent should always be resisted. Our national security and the diffusion of the principles of free republican government, demand the political separation of the people of the American continent from those of European monarchical governments, and the efforts of the United States should always be directed to that object.

It will be perceived that whilst our government has scrupulously fulfilled the conditions of the treaty spoken of, the British government has, with extreme bad faith, violated a portion of them, and now seeks to vindicate her acts by a forced construction of words, which in their plain signification go to support, in the clearest manner, the claims of the United States. This is certainly an extraordinary exhibition on her part, to a country which "has acquired that degree of strength necessary to command its own fortunes"—and it is to be hoped that the federal government will unhesitatingly insist upon the conditions of the treaty, or demand its entire abrogation.

In conclusion, I beg to express the confident hope that your session will be a short one—the amount of public business required is small. The last legislature passed a large number of private acts, and many of them will never go into effect, and others are of doubtful utility; from this cause, the expenses greatly exceeded that of any previous session, without corresponding public benefit.

It is very desirable that the discrimination, wisdom and economy, which has heretofore guided and directed our legislation should be strictly observed.

RODMAN M. PRICE.

ERRATA.

Page 4—HOUSE OF ASSEMBLY—"Mr. Parry moved to 'qualify' Mr. Nehemiah Perry," instead of "'swear in' Mr. Nehemiah Perry."

Page 13—For "Wednesday," January 29, read "Tuesday," January 29.

Page 49—For "Wednesday," March 4, read "Tuesday," March 4.

NOTE BY THE REPORTER.

This being the commencement of a Journal which is designed to be continued from year to year, many new suggestions have arisen in the progress of the work which will be improved upon in the next volume.

Care has been taken, by access to the Clerk's Journal, to make the work accurate. Some errors may have been passed over, but they are probably very few.

The present "Journal" will be found to be valuable to every public and private citizen. The index has been prepared with considerable care, and will direct the reader to all important public matters.

The advantage in the present form of the work is, that at least five years can be bound together without making a book of an inconvenient size.

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