

# WEEKLY COMMERCIAL.

THOMAS LORING, Editor and Proprietor; TWO DOLLARS Per Annum, invariably in Advance, Publisher of the Orders, Resolutions and Laws of Congress.

VOL. 6.

WILMINGTON, FRIDAY, SEPTEMBER 3, 1852.

NO. 3

## THE WEEKLY COMMERCIAL,

Published every FRIDAY, at \$2 per year, a family newspaper, containing the state of the market on the preceding Thursday.

**TERMS OF ADVERTISING:**

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All advertisements inserted in the *Weekly Commercial*, are entitled to one insertion in the *Tri-Weekly*, free of charge.

## THE LEGISLATURE.

The following is a list of the members elected to the Legislature of this State, on Thursday the 5th of August, 1852:

**SENATE.**

1st District, Pasquotank and Perquimans—T. F. Jones, whig.

2d District, Camden and Currituck—H. M. Shaw, democrat.

3d District, Gates and Chowan—Henry Wiley, whig.

4th District, Washington and Tyrrel—Chas. McCleese, whig.

5th District, Northampton, Thos. J. Person, democrat.

6th District, Hertford, R. G. Cowper, whig.

7th District, Bertie—Lewis Thompson, w.

8th District, Martin—Daniel Ward, d.

9th District, Halifax—Andrew Joyner, w.

10th District, Edgecombe—Henry T. Clark, democrat.

11th District, Pitt—B. G. Albritton, whig.

12th District, Beaufort and Hyde—Riley Murray, whig.

13th District, Craven—Wm. H. Washington, whig.

14th District, Carteret and Jones—M. F. Arendell, whig.

15th District, Lenoir and Greene—James P. Speight, democrat.

16th District, New Hanover—James Kerr, democrat.

17th District, Onslow—George H. McMullan, democrat.

18th District, Duplin—B. W. Herring, d.

19th District, Brunswick, Bladen and Columbus—Thos. S. D. McDowell, dem.

20th District, Cumberland—Alex. Murchison, democrat.

21st District, Sampson—Thomas Bunting, dem.

22d District, Wayne—Curtis H. Brogden, dem.

23d District, Johnston—William H. Watson, dem.

24th District, Wake—Wesley Jones, dem.

25th District, Nash—John H. Drake, dem.

26th District, Franklin—James Collins, d.

27th District, Warren—Weldon N. Edwards, democrat.

28th District, Granville—N. E. Canady, d.

29th District, Person—John W. Cunningham, dem.

30th District, Orange—John Berry, dem.

31st District, Chatham—William Albright, whig.

32d District, Moore and Montgomery—Angus R. Kelly, whig.

33d District, Robeson and Richmond—Walter L. Steele, whig.

34th District, Anson—P. Richardson, w.

35th District, Randolph—W. B. Lane, w.

36th District, Guilford—John H. Gilmer, whig.

37th District, Caswell—Elijah K. Withers, democrat.

38th District, Rockingham—George D. Boyd, dem.

39th District, Mecklenburg and Union—Green W. Caldwell, dem.

40th District, Cabarrus and Stanly—D. J. A. Palmer, w.

41st District, Rowan and Davie—John A. Lillington, w.

42d District, Davidson—Samuel Hargrave, d.

43d District, Stokes and Forsyth—P. Barrow, d.

44th District, Surry and Ashe—George Bower, d.

45th District, Iredell—George F. Davidson, w.

46th District, Lincoln—John F. Hoke, d.

47th District, Rutherford and Cleveland—John G. Bynum, w.

48th District, Burke, Caldwell, &c.—Anderson Mitchell, w.

49th District, Buncombe, &c.—N. W. Woodfin, w.

50th District, Haywood, &c.—W. H. Thomas, d.

25 Democrats and 22 Whigs.

**HOUSES OF COMMONS.**

Anson—A. J. Dargan, w., Cary Tolson, independent whig.

Ashe—B. C. Calloway, Southern Rights whig.

Beaufort—J. R. Stubbs, w., W. H. Tripp, whig.

Bertie—J. B. Cherry, w., S. B. Spruill, w., Bladen—J. G. McDuggall, w.

Brunswick—H. H. Waters, w.

Buncombe—James Lowry, w., John A. Fogg, w.

Burke and McDowell—W. W. Avery, d.

J. S. Erwin, w.

Cabarrus—W. S. Harris, w., John Shimpock, w.

Caldwell—E. P. Miller, w.

Camden—Caleb Barco, w.

Carteret—Elijah Whitehurst, w.

Caswell—S. P. Hill, d., William Long, d.

Chatham—J. P. Rives, d., R. C. Cotten, d.

Turner Bynum, w.

Cherokee—Charles M. Styles, Free Suffrage Ann-Convention whig.

Chowan—H. W. Collins, w.

Cleveland—A. W. Burton, d.

Columbus—Forney George, d.

Craven—R. A. Russell, d., C. B. Wood, d.

Cumberland—James C. Dobbin, d. Geo. W. Pegram, d.

Currituck—S. B. Jarvis, d.

Davidson—J. M. Leach, w., W. Harris, whig.

Davie—B. S. Gaither, w.

Duplin—David Reid, d., W. E. Hill, d.

Edgecombe—William Norfleet, d., William Ellis, d.

Franklin—P. Hawkins, jr., d., W. K. Martin, d.

Gates—Mills H. Eure, w.

Green—J. S. Amis, w., Willie Perry, w., W. H. Lyon, d.

Guilford—Calvin Johnston, w., D. F. Caldwell, w., C. H. Wiley, w.

Halifax—R. H. Smith, w., J. D. Perkins, whig.

Haywood—Robert G. A. Love, d.

Henderson—John Baxter, w.

Hertford—W. L. Daniel, w.

Hyde—R. L. Wynne, independent whig.

Iredell—Dr. Adams, w., W. Turner, w.

Orange, w.

Johnston—W. H. Sanders, w., Simon Godwin, w.

Jones—William P. Ward, d.

Lenoir—William Sutton, d.

Lincoln, Gaston and Catawba—William Lander, d., H. Sherrill, d., John H. Wheeler, d., James A. Caldwell, w.

Macon—Stephen Mundy, d.

Martin—A. S. Mooring, d.

Mecklenburg—W. Black, d., J. A. Dunn, d., Jno. Ingram, d.

Moore—William Barret, d.

Montgomery—Zebedee Russell, w.

Nash—J. W. Bryant, d.

New Hanover—Robert Strange, Jr., d., John A. Corbett, d.

Northampton—J. B. Bynum, d., B. F. Lockhart, d.

Onslow—E. W. Fonville, d.

Orange and Alamance—B. L. Durham, d., John P. Lyon, d., S. F. Phillips, w., John Turner, Jr., w.

Pasquotank—G. W. Brooks, w.

Perquimans—Benj. Alberston, w.

Person—James Holman, w.

Pitt—William J. Blow, independent whig.

John I. Foreman, d.

Randolph—Jas. A. Long, w., Jesse Thornburgh, w.

Richmond—Daniel C. McIntyre, w.

Robeson—W. McNeill, d., J. Alford, w.

Rockingham—Alfred M. Seales, Jr., d., Alfred Reid, d.

Rowan—William A. Walton, d., Levi Trexler, w.

Rutherford—Ladson A. Mills, Southern Rights, and for Reid, C. J. Webb, w.

Sampson—A. B. Chesnut, d., Amos Herring, d.

Stanly—Mr. Furr, w.

Surry and Yadkin—R. C. Puryear, w., James Guinn, w., J. H. Dobson, d.

Stokes and Forsyth—Jas. E. Matthews, w., Henry Marshall, d., Jesse A. Waugh, d., Tyrrel—Jordan L. Jones, w.

Wake—R. M. Saunders, d., G. H. Wilder, d., William A. Allen, d.

Warren—Thos. H. Christmas, d., Mr. Williams, dem.

Washington—Charles Phelps, d.

Wilkes—L. B. Carmichael, w., C. L. Cooke, w.

Wayne—W. T. Cortch, d., Etheldred Sauls, d.

Yancey—Neely Byrd, d.

58 Democrats and 62 Whigs—making, on joint ballot, 86 Democrats and 84 Whigs.

[PUBLIC ACT—No. 44.]  
AN ACT to confirm to the State of Michigan certain lands selected for saline purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the selection and location by the State of Michigan of the lands lying in said State described as sections numbered two, three, four, five, eight, nine, ten, eleven, fourteen, fifteen, twenty-one and twenty-two, in township seven, north of range fourteen east heretofore made under and by virtue of the fourth proposition, contained in the first section of an act entitled "An act to establish the northern boundary line of the State of Ohio and to provide for the admission of the State of Michigan to the Union on certain conditions," approved June twenty-third, eighteen hundred and thirty-six, be and the same are hereby recognized as valid and confirmed to said State, in lieu of twelve other sections which were incorrectly noted as confirmations under said act, by reason of an erroneous interpretation given at the General Land Office to the original list of selections.

Approved August 25, 1852.

## LETTER FROM THE HON. WILLIAM A. GRAHAM.

Hillsborough, August 24, 1852.

Thomas Loring, Esq.,  
Editor of the Commercial.

Sir: I have not seen a recent number of your paper, but learn, through the Raleigh Register and Hillsborough Recorder that you have placed at the head of your columns the name of the Hon. Dan'l Webster, for President, with mine for Vice President. Whilst I am gratefully sensible of the compliment you design to myself by this course, and do not doubt your disposition to deal with the entire subject in a spirit of candor, I deem it proper to declare, publicly, that it does not meet my approbation.

To this I am impelled by two considerations.

First, Gen. Scott was regularly and unanimously nominated as the Whig candidate for the Presidency, by the convention which assembled at Baltimore, after a declaration of principles which I believe meets the approbation of the country. By the same body I was, in like manner nominated for the Vice Presidency. Both of these candidates have accepted the nominations, with the principles declared by the convention as the rule of their action on the subjects embraced in them. Good faith and honor, therefore, require, that after such acceptance on my part, I shall not sanction the use of my name on any other ticket.

But, secondly, I understand that your objection to Gen. Scott consists mainly in an apprehension that he will not do justice to the South; by a faithful adherence to the compromise of 1850. On that point, I have this statement to make: I arrived in Washington, upon the invitation of President Fillmore, upon the Navy department, on the last day of July, 1850. On that day the "omnibus" bill so called, reported by Mr. Clay from the committee of thirteen, was rejected, and the whole subject of dispute was thrown open for agitation anew. I found Gen. Scott acting as Secretary at War, in which situation he continued for several weeks; and happening to take lodgings at the same hotel, I was in daily and intimate intercourse with him from that time until the consummation of the compromise by the passage of its various provisions, in separate bills. No one, in my sphere of acquaintance felt more deeply the importance of the crisis, none exhibited more zeal in behalf of these measures, by argument and persuasion among his friends, and none rejoiced more heartily when their final passage than did he. Such was his conduct, while the contest raged and it was doubtful on which side victory would incline, in Congress or in the country. If others, who, seeing the subject in a different light, at that time opposed this adjustment, or looked upon it with disfavor or indifference, have since brought their minds to sanction or acquiesce in it, it is cause for congratulation; but history will not perform her office if she fails to enumerate Gen. Scott among the firmest friends of this national pacification in its hour of trial. I, at least, cannot consent, by my silence, to seemingly approve the discrimination made by you to his prejudice, and I know no safer criterion for the future observance of the compromise, than the decisive and manly part taken in its enactment.

To avoid all evil or misconstruction, I add, that fully appreciating the great talents and services of Mr. Webster, no one would have accorded to him a more zealous support than myself, had he been the nominee of the convention.

Thanking you for the kindness and confidence manifested towards me,  
I am, very respectfully,  
Your obedient serv't,  
WM. A. GRAHAM.

**DEMAND FOR BREADSTUFFS IN ENGLAND.**  
It is stated that private letters by the *Canada*, to an exporting house in New York, intimate a probability that there will be an increased demand for Flour and Indian meal in the English markets to supply a deficiency of food, likely to be the result of the already partial failure of the potato crop in Ireland.

The total value of foreign exports from Baltimore, for the week ending on Thursday was \$119,943.08. The export of breadstuffs for the week comprises 11,581 bbls. of flour, 1,378 barrels of corn meal, 7,015 bushels of wheat, and 5,873 bushels of corn meal.

## FOR THE COMMERCIAL. CAPE FEAR AND DEEP RIVER IMPROVEMENT.

We, the undersigned, President and Directors of the Cape Fear and Deep River Navigation Company, having been shown an article taken from the *Wilmington Journal*, which charges the Chief Engineer of said Company, W. B. Thompson, Esq., "with want of business competency and energy." We take great pleasure in saying that we know the editor of the *Journal* is mistaken, and has done Mr. Thompson (unintentionally no doubt) great injustice; having been officially associated with Col. Thompson since the commencement of, and during the prosecution of this great work, we have had ample opportunities of testing both "his business competency and energy," and assert that he has shown himself to be deficient in neither, but on the contrary, we regard him as very energetic and of great business competency, and we believe he will in point of science compare favorably with any Engineer in the country. As regards what is said of the wilful or ignorant miscalculations of the cost of the work, we only deem it necessary to say, that Col. Thompson is a gentleman of too high character intentionally to deceive any one, and that the increased cost of the work over the estimate, has arisen from causes beyond the control of the Engineer. We further state, that it never was pretended that the work could be done in one season; but it is true that the contractors stipulated to finish it in two years, which we do not doubt might have been done with a proper force and energy on their part. We also entirely differ from the editor in the opinion that the Company have been unfortunate in the choice of an Engineer.

J. H. HAUGHTON,  
THOMAS HILL,  
L. J. HAUGHTON, Directors.  
P. G. EVANS,  
ELIAS BRYAN,  
ISAAC CLEGG, President.  
Pittsbor', N. C., Aug. 17th, 1852.

I might rest the case here with perfect safety, as the above spontaneous certificate, from gentlemen, entirely cognizant of all my acts since I entered into the service of the Company, and who from their position, are better able to judge than any others; sufficiently refutes the calumnies perpetrated against me in the columns of the *Journal*. But as I have indicated an intention in my reply to those charges, (which the editor of the *Journal* had not the fairness to publish) to make a statement in facts in regard to the Cape Fear and Deep River Improvement, and feeling as I do, that great injustice has been done, not only to me, but to the Directors of the work, I will succinctly and briefly, for the information of those who take an interest in the improvement, state a few facts, from which all unprejudiced minds can form their own conclusions.

From time immemorial the Timber and Lumber interests of the Cape Fear, below *Smiley's Falls*, have been able upon every little swell of four or five feet, to unmoor their rafts and proceed on to Wilmington, and in this way the Steam Mills in that city have been supplied, and a large and lucrative interest has in consequence grown up. This has necessarily been interlarded with the prosecution of this work; as it is impossible to build dams over the River without, for the time being, interrupting this trade. Many gentlemen of liberality and experience residing upon the Cape Fear and its tributary, Little River, have from patriotic motives borne with this temporary inconvenience in their desire to promote the general good, and develop other great interests upon the river. But a very large majority of this interest has been decidedly opposed to the improvement, and more or less hostile to all in any way connected with it. Every raft that found its way to Wilmington had some dreadful tale to relate about the work, until the minds of some of the Mill owners, whose interests have also been injuriously affected, have become poisoned in regard to the work; a mismanagement is charged somewhere and a victim being required, the Engineer who is generally the scape-goat in such cases, is fixed upon.

In regard to the increased cost of the work, over and above the original estimate, I stated, in reply to the call of the committee to whom was referred the Engineer's report, at the late Stockholders' meeting, the different points at which extra work had been done, (not contemplated in the original Estimate, as would be seen by an examination of this Estimate,) and also its character, but the shortness of the time did not allow of my taking out of the aggregate cost the several amounts. These will now be found in the Appendix notes to that report, and consist of the following items: Four additional Locks and Dams; An increased Lift of 2 feet to every river Lock and Dam on the Cape Fear to the foot of *Smiley's Falls*, named in the original report; The lengthening of all the Lock chambers 18 feet; The widening out to 24 feet the three lower Lock chambers; Four Aprons to the four lower Dams; Straining Beams and Buttress Walls to two of the Locks; Cost of the Yadkin Survey; Land Damages; Interest and the Salaries of Officers, &c. These additional items will be found to have swelled the cost of the Work to about \$300,000. To which may be added the advance in the price of provisions of all kinds. The four additional Locks and Dams, and the increased Lift of 2 feet to all the river Locks and Dams to the foot of *Smiley's Falls*, with a still increased Lift below that point, the Cape Fear necessary in consequence of the summer stage, when I made the original survey—although I was assured by the residents upon the river, that it was low summer water, I found at that time long stretches of the river, requiring no other work than the removal of a few Locks to insure the requisite depth for navigable purposes. But in the course of the construction of the work, low water mark was found to be 2 feet lower, and hence the additional works and the increased Lift. The Locks were directed to be lengthened by the Board, at the suggestion of some gentlemen of Wilmington. The three Lower Locks were widened out to 24 feet at the request of the Lower Little River Lumber interest. So much for the increased cost of the Work, for which the original Report and Estimate is in no wise responsible.

In regard to the delay in the execution of the Lower Works, and the causes which have operated to advance the works upon the upper part of the Line beyond these, the reasons are briefly as follows: Many gentlemen upon Deep River subscribed largely to the Work upon the condition of paying in labor upon that part of the line, and when McCullough & Co. undertook their Contract upon the Cape Fear, to be finished by the 1st of January, 1852, the gentlemen, supposing that Contract would be literally carried out, began their contracts on Deep River, and being men of capital they advanced with their work rapidly.

The contractors failed to complete their contract in the time, and never did collect a force below *Smiley's Falls* sufficient to take advantage of those seasons of low water, when the work could be properly executed. For upon a work like this, when Low water is absolutely necessary to its progress, if one season is lost there is no alternative but to wait until the next one arrives. Labourers would come in from the upper counties, and positively refuse to work below *Smiley's Falls*, supposing that portion of the river to be literally a grave yard; and hundreds in the course of the season have returned home sooner than they went below, although they were offered \$1 per diem, when only 80 cents were paid above. In the Bonds given for negro hire, by the year, there was a stipulation that they were not to be worked upon the lower part of the river. How, I would ask, can the Engineer be held responsible for all this?

No statements have ever been made in regard to the completion of the work, which have not been qualified, not only as regards the force to be employed, but the necessity of low water.

A community exclusively engaged in building Rail Roads—where all is plain sailing—I fear do not make any allowance for a work which has to be constructed in the bed of a river, subject to frequent and sudden rises above freshets, and this fact, sufficiently shows the absurdity of building Lock walls above freshets. It is supposed by some wiseacres they should be—it is not usual upon other rivers, and was never intended upon this. The working of the Locks is all ways suspended during floods—which will amount to but a few days in the course of the year. The object of the Improvement is to insure the navigation at Low water. In high floods every thing will pass over the dams, and as upon the Monongahela river and others, the only objection will be the loss of the tolls to the Company during that period.

The work in its present condition is in an advanced stage throughout its length; and if the directors receive the material aid from the Stockholders, and their individual responsibilities, and their exertions heretofore enable them to, a considerable portion of the work can shortly be brought into operation. But it is proper that I should state for the information of my friends, that the season for the work is rapidly passing away—that the inability of the Company to pay the laborers promptly at the end of each month, together with the losses they have sustained by the Contractors, have greatly impaired their confidence, and renders it difficult if not impossible to keep a force together—indeed—below *Smiley's Falls*—with the exception of the Jones' Falls dam, the work is progressing slowly; at Cross Creek there is no force employed; and I do not anticipate the completion of that work this season. This will not interfere however with the rafting interest, as any stage of water which will enable the rafts to go on to Wilmington, will allow them to pass below *Smiley's Falls*.

This article has already grown to such a length, that I must conclude, and refer those interested to the late annual reports for further information.

All I ask is a fair and candid perusal of the above facts, all of which can be authenticated, and I do not fear the conclusions to which unprejudiced minds must necessarily be brought.

W. B. THOMPSON,  
Eng. C. F. & D. R. Imp.

## ACCIDENT ON THE ERIE RAIL ROAD.

A frightful accident, by which one man lost his life, and three others were seriously injured, occurred on Tuesday morning upon the Ramps and Catawba branch of the Erie Railroad, the particulars of which are thus given in the *Herald*:

It appears that the through express train for New York, due in the city at half past eleven o'clock in the forenoon, left the Buffers station at fifteen minutes past ten, having from one hundred and fifty to two hundred passengers on board. The train was being taken along at a quick, but it is not said excessive, rate of speed, and when passing a sudden curve in the road, at exactly fifteen minutes to eleven o'clock, the flange of a wheel on the forward track of the engine suddenly broke. This caused a heavy bearing down of weight in that direction, and the revolutions being continued, a complete smash of the wheel and surrounding work ensued. By this means the engine was run off the track, and went down an embankment of from fifteen to twenty-five feet in height, into a rocky meadow. The baggage car was drawn after, and rolled completely over it, and the passenger cars followed, but becoming detached they fell over on their sides.

Although much calumny and presence of mind were evinced by all, still a scene of frightful alarm and confusion prevailed. The fragments of the engine and baggage car lay scattered around in every direction, whilst the affrighted passengers, many of them bruised a good deal, had to clamber through the windows and broken panels, happy to reach the ground by any means of egress.

The engine, in its descent, rolled over twice, and a freeman, a worthy young man and an attentive officer, was instantly killed. Another freeman was scalded so severely as to render his ultimate recovery doubtful. The brakeman, a resident of Jersey City, had his leg jammed between two passenger cars, and remained in this painful situation for nearly an hour. During this time every exertion was made by his companions and the passengers to extricate him by cutting away the wood, but when successful they were pained to find that the poor fellow had one of his arms broken.

**ROBBERY.**  
SAVANNAH, Aug. 29.

The officers of justice are in pursuit of a man by the name of Rollins, accused of effecting a robbery in the following miserable and dastardly manner. On Monday morning he provided himself with liquors, hired a carriage from the establishment of Messrs. Brown & Harris, and invited a gentleman residing in the Marshall House, to accompany him in a ride and pleasure tour. Upon his acceptance they drove to Thandurbolt, where he plied the liquors upon the stranger, and finally succeeded in getting him completely under their influence. In this state he rifled his pockets of more than one hundred dollars, took possession of his gold watch and chain, entered the carriage and drove back to the city. Upon arriving at East-Broad street, he got out, and requested the driver to wait a few minutes for him. Since then he has not been seen. We hear that the officers are on his track with chances of gaining possession of him. We trust sincerely they may be successful.

This Rollins is suspected as an accomplice of the notorious Dr. Hines, and to be concerned in the latter's escape from the jail of the county.

Georgia.

## FIRE.

CHARLESTON, August 25.—About six o'clock yesterday evening the alarm of fire was sounded through our streets, and on repairing to the scene of disaster we found the western Cupola or battlement tower of the large brick building owned and occupied by Mr. C. Werner, as a blacksmith's and general machine shop, situated at the corner of State and Cumberland-streets, wrapped in flames, and in a short time it was so far consumed as to fall in. Our firemen with their wonted alacrity were promptly on the spot, and by their untiring exertions and vigorous attacks on the devouring element so successfully fought the flames as to confine the damage to the loss of the above mentioned Cupola or battlement tower, and some injury to a part of the roof and a portion of the first story of the western department of the premises. The building had been insured we understand by Mr. Werner, in the office of "The Southern Mutual Insurance Company of Georgia" for \$10,000, which will more than cover the injury his property has sustained. His business, we understand will not be suspended, but continue as usual.

It is impossible to say how the fire originated, but Mr. Werner having been engaged in casting during the day it is supposed that a fire that passed through the Cupola became so heated as to cause the wood work to ignite, or that there was a hole in it, and the excessive draught communicated the flames from the furnace thereto.

**DESTRUCTIVE HAIL STORM.**  
PORTLAND, Me., August 27.—A very severe and destructive hail storm passed over North' Castle and Brooksville, and neighborhood yesterday, doing serious damage. A large number of windows were broken, and much injury done the vegetation. It was accompanied with a severe wind, blowing down trees, &c.

**DEATH WHILE AT PRAYER.**  
PHILADELPHIA, Aug. 27.—John C. Waples, the superintendent of the Sailor's Home, in this city, died last evening very suddenly. He was at a prayer meeting with the sailors of the Home, and was just concluding a prayer when he fell over and died in ten minutes.



## BY AUTHORITY.

**LAWS OF THE UNITED STATES**  
Passed during the First Session of the Thirty-second Congress.

(PUBLIC ACT—No. 43.)  
AN ACT to amend an act entitled "An act to settle an adjust the expenses of the people of Oregon in defending themselves from attacks and hostilities of Cayuse Indians in the years eighteen hundred and forty-seven and eighteen hundred and forty-eight," approved February fourteenth, eighteen hundred and fifty-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury pay out of the money appropriated by the act to which this is an amendment, approved February fourteenth, eighteen hundred and fifty-one, the amount found due to the persons named in the report of Asst. E. Wail, commissioner to ascertain the necessary expenses incurred by said inhabitants, as the same was communicated to Congress by the Legislature of Oregon, at the second session of the thirty-first Congress.

Sec. 2. And be it further enacted, That when a person shall have died, the amount shall be paid to his legal representatives, on the production of authenticated copies of the appointment: Provided, That if such deceased person shall not have been a resident of the Territory at the time of his death, and shall have left a widow in any one of the States of the Union, the amount due such decedent shall be paid to such widow; and if there be no widow surviving him, and there be infant children of such infant children, and if there be no widow or infant children, then to the legal representatives of such decedent as above provided for.

Approved August 21, 1852.