

Mr. Chapman presented the petition of Samuel Morton, of Saint-Mary's county.

And Mr. McKinstrey presented the petition of Stephen Hatley, of Frederick county, revolutionary soldiers, praying to be placed on the pension list; which were read, and severally referred to the committee on pensions and revolutionary claims.

On motion by Mr. Nicholas, leave was given to bring in a bill, to be entitled, A second supplement to the act, entitled, An act to incorporate the Baltimore and Ohio rail road company, passed December session 1826, chapter 127. Ordered, That Messrs. Nicholas, Merrick and Hood, prepare and report the same.

On motion by Mr. Kemp, leave was given to bring in a bill, to be entitled, An act to provide for the purchase of the office papers formerly belonging to the surveyor's office of Frederick county, and for other purposes. Ordered, That Messrs. Kemp, McKinstrey and Richardson, prepare and report the same.

The clerk of the senate returned the bill, entitled, An act to alter the location of the election districts in Harford county therein mentioned, endorsed "will pass." Ordered to be engrossed, and delivered a bill originated in and passed by the senate, entitled, An act relating to certain books and records in the orphans court of Baltimore county; which was read and referred to Messrs. Hunt, Nicholas and Ely.

The clerk of the senate returned the bill, entitled, An act to prevent bullet playing in and near to Middle-town in Frederick county, endorsed "will pass." Ordered to be engrossed.

Also the bill, entitled, An act to repeal all such parts of the constitution and form of government, as relates to the division of Frederick county into eleven election districts, and for other purposes, endorsed "will pass with the proposed amendment;" which amendment was read the first time and ordered to lie on the table.

Also the resolution directing the clerk of the council to advertise that proposals will be received for furnishing stationery for the executive and legislative departments of the government, endorsed "assented to with the proposed amendment;" which amendment was read the first, and by special order the second time, assented to, and ordered to be engrossed.

And the resolution in favour of Joseph Britton, Joshua Burgess, and Robert Willmott, officers of the revolutionary war, endorsed "assented to." Ordered to be engrossed.

The house adjourned until Monday morning ten o'clock.

MONDAY, January 31st, 1831.

The house met. Present the same members as on Saturday.

The proceedings of Saturday were read.

The bill, entitled, An act to authorise the justices of the levy court of Caroline county, to levy a sum of money for the purposes therein mentioned; also the bill, entitled, An act for the revaluation of real and personal property, in Montgomery county; also the bill, entitled, An act for the relief of Bolton Jackson, of the city of Baltimore; also the bill, entitled, An act to authorise commissioners to divide Prince-George's county into school districts; and the bill, entitled, An act to divorce Elizabeth Rawleigh from her husband, Greenbury L. Rawleigh, of Dorchester county; also the resolution directing the clerk of the senate and house of delegates, to deliver over to the state librarian the manuscript votes and proceedings of the several legislatures of the province and state of Maryland; and the resolution directing the clerk of the council, for the time being, to transmit to the legislature, annually, within the second week of the session, a fair and correct statement of the disbursements and expenditures of the executive department for the previous current year, were sent to the senate.

Mr. Montgomery presented the petition of Michael Simon, of Harford county, praying the passage of a law authorising him to hold certain real estate; which was read and referred to Messrs. Montgomery, Amos and Moores.

Also the petition of the pastor and trustees of the Baptist church of Harford county, praying the appointment of commissioners to mark and bound certain land deeded in 1760, for the use of said society, and to quiet their title thereto, which was read and referred to Messrs. Montgomery, Walters and Moores.

Mr. Nicholas presented the petition of Jacob Rees, and others, pilots, praying that the law now in existence relative to pilots and pilotage may not be altered or repealed; which was read and referred to the committee already appointed on that subject.

Mr. Comegys presented the petition of William D. Mercer, of Cecil county, praying that he may be permitted to bring into this state a certain negro slave therein mentioned; which was read and referred to Messrs. Comegys, Evans and Brookhart.

Mr. Richardson presented the petition of sundry citizens of Middletown, in Frederick county, praying for a supplement to a law passed at December session 1823, incorporating certain persons therein named, as trustees or visitors of the Middletown school, and for other purposes; which was read and referred to Messrs. Richardson, Kemp and McElfresh.

Mr. Nicholas presented the memorial of the Baltimore and Susquehanna Rail Road Company, praying for a subscription to the stock of the said company; which was read and referred to Messrs. Nicholas, Ely, McElfresh, Tilghman and Montgomery.

And Mr. Teackle presented the petition of Mrs. E. Maddox, of Worcester county, praying that the levy court of said county may be authorised and directed to grant an allowance for the support of her afflicted son Elzey Maddox, of said county; which was read and referred to the committee on pensions to indigent persons by county assessment.

On motion by Mr. Merrick, leave was given to bring in a bill, entitled, An act supplementary to the act for the better regulation of apprentices. Ordered, That Messrs. Merrick, Hunt and Montgomery, report the same.

On motion by Mr. Harding, leave was given to bring in a bill, entitled, A supplement to the act, entitled, An act to divorce Rebecca Wilson and James Wilson, passed at December session 1829, chapter 229. Ordered, That Messrs. Harding, Gant and Hawkins, report the same.

On motion by Mr. McElfresh, leave was given to bring in a bill to be entitled, A further supplement to the act, entitled, An act directing the manner of issuing attachments in this province, and limiting the extent of them. Ordered, That Messrs. McElfresh, Steele, Harding, Richardson and Ely, report the same.

On motion by Mr. Turner, leave was given to bring in a bill, entitled, An act to regulate the compensation of inspe-cting flour in this state; which was read and referred to the committee on inspections.

On motion by Mr. McElfresh, leave was given to bring in a bill to be entitled, A further supplement to the act for the relief of sundry insolvent debtors, passed at November

session 1803, chapter 110. Ordered, That Messrs. McElfresh, Kemp, Turner, Nicholas and Hood, report the same.

Mr. Lee Chairman of the Committee on Internal Improvement, delivered the following report:

The committee on Internal Improvement, who were instructed by an order of the 1st January 1831 to inquire into the expediency of constructing a rail road at the expense of the state, and with the consent of congress, from the city of Baltimore to the city of Washington—the cost of such a road—the time which its completion would require, and the probable amount of revenue which such a work would yield to the state, report—

That they have been materially assisted in this inquiry by the voluntary services of Capt. Wm. G. McNeill and Doctor William Howard, topographical engineers of the United States, who were requested by the committee to furnish them with such information on the subject as might be at their command. Both of these gentlemen are distinguished for skill and experience in their profession, and one of them had, on a former occasion, as the agent of the state of Maryland, made an actual survey of the same route, with a view to a canal, then in contemplation, between the two cities of Washington and Baltimore.

The engineers availing themselves of the use of the former survey, as soon as the state of the weather would permit, proceeded to make a reconnaissance of the proposed route of the rail road, and have reported accordingly.

We submit herewith, the communication made by these gentlemen to the committee, accompanied by a map and profile of the projected route, which furnish, very distinctly, and from sources such to be relied upon, nearly all the information required at the hands of the committee, by the order of the house. We think it proper however, so to condense that information as to call the attention of your honorable body to its principal points.

It represents the length of the proposed road to be 24 miles, measuring from a point about six miles from Baltimore, at which it will intersect the Baltimore and Ohio Rail Road, to a point near the General Post Office at Washington.

The time that will probably be required for its completion it is believed cannot exceed three years, and the cost of the whole is estimated at \$576,182 00.

The above being ascertained, our next inquiry is, what amount of annual revenue will the work probably yield? Upon this subject the committee have been careful to rely on the information of such persons only, whose knowledge is derived from actual experience in the conveyance of passengers or goods, between Baltimore and the cities of the District of Columbia.

Several of the most respectable stage owners, steamboat agents, and persons concerned in sending and receiving goods by wagons, and also the proprietor of the toll-bridge across the Patuxent, promptly furnished the committee with the requisite information, which is as follows, viz. Amount of passage money received for stage coaches, annually \$100,000 Receipts for passage in steam boats by the route of the Potomac 5,260 Freight in steam boats 40,000

Making the whole annual receipts amount at least to \$125,000

In addition to this, there is a very considerable amount annually received, for carriage in wagons, and passage money in transient coaches, but which cannot be so precisely estimated.

It may be remarked, that the above estimate is derived from persons who cannot easily be deceived, possessing, as they do, practical experience upon the subject. And it is also to be observed, that it only states the amount of the present receipts for transportation of goods and passengers, upon the existing avenues of communication. From this, however, it is quite obvious, that if the road should cost the sum of \$576,000 as above estimated, or should even cost 600,000 or \$650,000, the annual income which it would yield, would render it an immensely profitable work.

The committee rely with much confidence on the estimate made by the engineers from their known standing, and also from the advantageous circumstances under which the reconnaissance was made; but that the cost of the road will not exceed the latter sum of \$650,000, the committee have the additional evidence, of proposals having been made by persons of the most perfect responsibility, to accomplish the work for that sum, under the supervision of state commissioners, and under approved security.

Such is the present prospect of profit from the work in question; but there is perhaps no road any where to be found, the increasing profits of which have, year after year, been so rapidly progressive, as that between Baltimore and Washington. Nor is it unreasonable to suppose that the establishment of a rail road, creating an immense reduction in the expense of transportation, and greatly accelerating the progress of goods and passengers, will increase the amount of both, with a rapidity and to an extent, heretofore unknown.

Indeed when the committee consider the advantages of this road, its position between the seat of the general government and a large, populous and flourishing city, its intended connection with the Chesapeake and Ohio canal, itself an immense source of profit, and above all, when they look upon it as the great avenue of communication, between the extensive regions of the north and south, they cannot but believe that it will be a source both of abundant and permanent profit to its proprietors.

The committee therefore recommend that the work shall be undertaken; and are of opinion that the present is a most propitious period for the adoption of the measure.

But one question of great importance, in the order, remains to be answered by the committee.

Is it expedient to make this rail road at the expense of the state?

The majority of the committee after much and mature reflection, are of the opinion that that measure is advisable in itself, and preferable to any other which has been suggested upon the subject. The reasons for this opinion are sufficiently obvious. They consist in the belief, that while such a measure would materially cheapen the transportation of goods and passengers, and thereby render essential services to citizens, both of our own and other states; while it would increase the prosperity of our great commercial emporium, advance the interests of agriculture, and bring home its advantages to the manufacturing and labouring classes of our community, it would also ensure a permanent and valuable revenue to the state.

If this should be the case, every system of revenue burdensome to the citizens of the state, unfair in its operation or injurious to the morals of the community, might at once be dispensed with and abolished. Taxes, now unequally imposed, might either be repealed or applied to important objects of general education; and internal improvement.

In addition to the above important considerations, it is proper to state, that the work in question can be made without report to any taxation whatever, either now or hereafter.

The money which it will require may be easily procured upon the stock of the state at an interest of 4 per centum per annum, and the interest which the work will yield will be at least equal to 10 per centum.

It will be recollected, also, that there will be no occasion to issue the whole of the stock proposed, at any one period; but only in such sums as the progress of the road shall require; so that no considerable sum need be, for any length of time, in the hands of the agents of the state. The work can be conducted under the supervision of commissioners elected for their fidelity and judgment, and bound by sufficient security. The only objection that has been suggested to the state's being the proprietor of public works, within its limits, is founded in the idea that they may be constructed with a stricter economy by corporations. This rule, if true, in any case, is by no means universal; both the officers of the great corporations and the agents of the government are liable to errors of judgment, and the officers entrusted with the money of the state are not less faithful than those of chartered companies. To suppose that they were, would be to ascribe an imbecility to the government, and a want of fidelity to our whole community, which we are not willing to sanction.

The committee having taken these views of the subject submitted to them, beg leave to report the accompanying bill, in conformity therewith—

Signed,

ARCHIBALD LEE, Chairman.

Mr. Lee also delivered the following report: The Committee in the investigation of the various questions connected with this Rail Road, deem it due to the parties whose interests are involved in the present turnpike road from Baltimore to Washington, and the bridge across the Patuxent, that a reasonable provision should be made for the proprietors.

Which were severally read.

The house adjourned until to-morrow morning 10 o'clock.

TUESDAY, February 1st, 1831.

The house met. Present the same members as on yesterday.

The proceedings of yesterday were read.

The bill, entitled, An act for the surrender of the charter of Baltimore college; also the bill, entitled, A supplement to an act, entitled, An act for the relief of Adelaide V. Lowe, of Frederick county, passed at December session 1822, chapter 100; and the bill, entitled, An act to authorise the orphans courts of this state to apportion the expenses incurred in improving real estates in cases of dower in said estates; and the resolution respecting the laws of other states and territories, were sent to the senate.

Mr. Hunt presented the petition of Mary Lyon, of the city of Baltimore, guardian of Ellen, William and George Lyon, praying the passage of an act authorising her to lease certain property therein mentioned; which was read and referred to Messrs. Hunt, Nicholas and Holmes.

Also the petition of Benjamin Abbit, and others, of the city of Baltimore, praying the repeal of an act passed at December session 1829, entitled, An act to provide for the counting of slaves and holding; which was read and referred to the committee on inspections.

Mr. Moores presented the petition of sundry citizens of the town of Havre-de-Grace, counter to the petition of the commissioners of said town, praying to be authorised to build a public wharf; which was read and referred to the committee on internal improvement.

Mr. Comegys presented the petition of sundry inhabitants of Cecil county, praying a further additional supplement to an act, entitled, An act to provide for electing commissioners for Cecil county, and prescribing their powers and duties, passed at December session 1827, chapter 145.

Also the petition of sundry inhabitants of Cecil county, praying that the commissioners of said county may be authorised to levy a sum of money to build a bridge therein mentioned; which were severally read and referred to Messrs. Comegys, Evans and Gale.

Mr. Shaw presented the petition of sundry citizens of Allegany county, praying for relief; which was read and referred to Messrs. Ridgely, Reid and McMahon.

Mr. Merrick presented the petition of sundry citizens of Washington county, praying that the court of appeals for the western shore may be removed to the city of Baltimore; which was read and referred to the committee on grievances and courts of justice.

Also the petition of sundry citizens of Washington county, praying that the commissioners of said county may be authorised to build a stone bridge over Antietam creek, at the Antietam Iron works; which was read and referred to Messrs. Merrick, Brookhart and Kershner.

Mr. Brookhart presented the petition of sundry citizens of Washington county, in relation to the road from Pleasant Valley in said county, to Burkitt's-Ville, in Frederick county; which was read and referred to the committee already appointed on that subject.

Mr. Nicholas presented the petition of Areliahd Lewis, and others, praying an alteration in the law relative to prohibiting people of colour from carrying guns, and other weapons; which was read and referred to the committee on grievances and courts of justice.

Mr. Walters presented the petition of sundry citizens of this state, praying the passage of a supplement to the law making it penal to fish on a certain day therein specified; which was read and referred to Messrs. Walters, Montgomery, Gant, Reynolds and Rogerson.

Mr. McElfresh presented the petition of John B. Purcell, and others, praying an act of incorporation of The American Institute at Mount St. Mary's; which was read and referred to Messrs. McElfresh, McKinstrey and Kemp.

Mr. Shaw presented the petition of Robinson Savage, of Allegany county, praying for relief; which was read and referred to Messrs. Shaw, Ridgely and Reid.

Mr. McKinstrey presented the petition of sundry citizens of the town of Westminster, in Frederick county, praying for an act of incorporation; which was read and referred to Messrs. McKinstrey, Kemp and McElfresh.

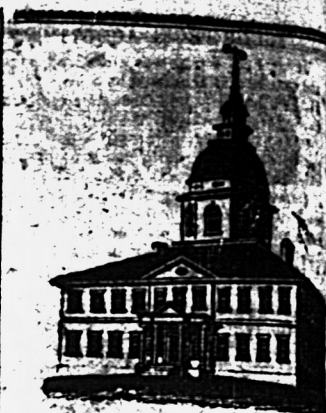
Mr. Wallis presented the petition of Frederick Wilson, register of wills for Kent county, praying the passage of an act authorising the orphans court of said county to have transferred certain records in his office; which was read and referred to Messrs. Wallis, Brown and Piner.

Mr. Ely presented the petition of Charity Alderson, praying for a divorce; which was read and referred to the committee on divorces.

Mr. Rogerson presented the petition of Henry Proctor, of Charles county, praying to be placed on the pension list for said county; which was read and referred to the committee on pensions to indigent persons by county assessment.

On motion by Mr. Edelen, leave was given to bring in a bill, to be entitled, An act directing in what newspapers publications shall be made of description of trespassing estrays. Ordered, That Messrs. Edelen, Teackle and Gale, report the same.

The house adjourned until to-morrow morning 10 o'clock.



Maryland Gazette  
ANNAPOLIS  
Thursday, February 3, 1831

The snow storm of the 14th and 15th inst., appears from the papers received in office, to have spread over an extensive tract of country, and to have been very destructive of human life. Many instances are given in them, of persons who were exposed to it having perished. On the seaboard, from the Capes of Virginia to the coast of Massachusetts, it raged with the same violence and severity that it did here, and many vessels were wrecked. The reader will be able to form an idea of the rate at which the storm advanced northward from this place, when he is informed that it commenced here about 4 o'clock, and at New York about half past 10 o'clock, and at New York about half past 10 o'clock of the same night. Several persons still farther north were not visited by it till Saturday morning. A writer in the Bedford Mercury, after comparing the tremendous snow storms recorded as having taken place in the winters of 1771 and '86, says, "it will probably be called the Great Snow Storm of the nineteenth century. We can only say, we trust it may not be loved by any one, more distressing in its sequences, to rob it of that distinction, to fear that one half of the suffering and occasioned by it on the seaboard has not been published; indeed, that in some places, there has been no solitary survivor to relate the melancholy fate of his companions."

After the 15th ultimo, the day was the great storm closed here, there were several light snows. On Monday last, however, there was another snow of considerable quantity in the forenoon, and fell until about half past 4 o'clock in the afternoon. As night approached it turned to rain, and continued until the wind from the north-east, subsided at 10 o'clock. On Tuesday morning the weather came mild, and the snow melted rapidly. Yesterday was a fine day; and this morning the wind is from the east and it is again raining.

NAVY.  
We have been politely favoured with the following extract of a letter, dated  
I. S. Ship St. Louis,  
Callao, Aug. 28.

We are all well. There is a report that we will return to the United States by the Cape of Good Hope, in the event which we shall touch at several of the Islands.

LADIES OF ALABAMA, are actively engaged in cultivating and preparing native silk, the Mobile Register. Large quantities already been made dispersedly over that

CENSUS OF NEW ENGLAND.  
The population of the six New England States is now ascertained, and it shows an increase of near 300,000 in the population of the last ten years. The population of the States is as follows:

Year	1820	1830	Increase
Maine	298,385	599,283	300,898
New Hampshire	244,161	408,887	164,726
Massachusetts	455,764	740,914	285,150
Rhode Island	240,359	372,229	131,870
Connecticut	275,248	527,736	252,488
England	1,639,844	1,954,651	314,807

The annual report of Richard McCarty, factor of flour for the counties of New York and Kings, was presented to the Assembly on Monday. The report states, that he has been inspected the past year, in New York, 808,716 bbls. wheat flour, 23,057 do, 15,167 bbls. rye flour, 49 half do, 16 bbls. buckwheat meal, 9,663 bbls. do, the total value of all which, is \$4,163,931 cents.

Kings county, 7013 bbls. superfine flour, the estimated value, \$37,923 87.  
N. Y. Mer. Adv.

called a few days since, at the office of Howell Works Company, 173 Water street, to examine a stove. It is the invention of Mr. Stephen C. Roe, and is one of the most economical articles we have yet seen. The first cost being only five dollars, will save an object to persons in middling circumstances, and the saving in fuel—over more than half a peck a day being required—is a financial inducement to bring it into general use.  
N. Y. Gaz.

The annual prize of the Boylston Medical Society of Harvard University, for the best dissertation, has been awarded to Mr. James G. Boston, Jr. of Boston, for a dissertation on inflammation of the Lungs.

Yesterday evening at half past 5 o'clock, a man by the name of Jeronimo Xerif, and another one named Antonio Perez, were arrested. We could not learn how the accident happened; and what cause produced it. We only know that after having committed the act, Xerif went to the house of a friend, Mr. Cubas, and having informed him of the fact, Mr. Cubas sent for the police and had him arrested.

Boston paper says, a member of our Legislature has given a new word to the American language, viz. "Pillorying," to indicate a peculiar reflection.

A GOOD RECEIPT—IF POTENT.  
To remove tea from door steps &c. &c. upon a small quantity of Salt and Pepper will directly crack and become loose, and be easily removed with a shovel.

JUDGE FROE, ACQUITTED.

Judge Froe's trial was closed on Monday, and that he was acquitted by a vote of 23 to 17. In allusion to his circumstances, the National Intelligencer, on Monday says:

"We have never witnessed a more dignified proceeding in any public body than that by which this question was decided. The article of impeachment being first read, and the assembled multitude on the floor and in the galleries listened to the profoundest silence—the matter being talked upon in succession, and a question put distinctly to each Senator, the presiding officer, each Senator rising in place, to affirm, and answering, 'Guilty' or 'Not Guilty.'"

"When every Senator had pronounced his solemn answer, the President of the Senate rose and announced that twenty Senators had pronounced the respondent 'Guilty,' and twenty one had pronounced 'Not Guilty.'—The thirds of the Senators not voting affirmed the presentment of the House Representatives. Judge Froe was of course declared to be acquitted of the article of impeachment preferred against him by the House Representatives; and then the Court was closed by proclamation, sine die."

PROM EUROPE.—The London packet "Sovereign," 16th December, was below New York on Sunday. The news boat which board it reported, by telegraphic signal, that a revolution had broken out in Poland.

From our Correspondents.  
S. Frigate "Brandywine."—Extract of a letter from an Officer on board the U. S. Frigate "Brandywine," Captain Kennedy, dated December 28.

We have this morning arrived in Gibraltar, and been boarded by Capt Perry of Concord. We have had the most stormy, squally weather I ever experienced. The ship sails well, but is the wettest I ever sailed in.—Her gun-deck has been little better than a swamp the whole passage. The decks have been set but twice since we left Roads—under a storm sail the whole passage. We remain here a few days to recruit, we mean to push on for Mahon, where we learn the Java and Constellation are laid up for the winter. We had a passage of 35 days from land to land. All well on board.  
Norfolk Herald.

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