

- canal by which the port of Baltimore may be connected with the proposed artificial navigation of the Potomac river, to be explored and examined for the purpose of fixing and determining the most eligible and proper route for the same”;
2. to “cause such of the lowlands on the margin of the rivers and creeks in this state, as they shall think proper, to be explored and examined, for the purpose of draining, embanking, and rendering the same dry and cultivable”;
 3. “by exploring and surveying the intermediate country with streams, ascertain the best practicable route for a canal between the eastern branch of the Potomac River, and also between any lateral canal to Baltimore and the City of Annapolis”;
 4. to “cause to be explored, surveyed and sounded, such portions as they may deem necessary, of the Susquehannah, Pocomoke, Manokin, Wicomico, Great Choptank, Chester, and all other rivers of this state, and of the country adjacent thereto, for the purpose of ascertaining the practicability and expense of opening and improving the navigation of said rivers, and of devising the most proper plans for effecting those objects”; and
 5. to “cause the necessary surveys and levels to be taken, and accurate maps, field books, drafts and models thereof, to be made; and further to recommend the most proper plans for the formation and construction of said canal, and other improvements, and thereafter, in like manner, to proceed in reference to any road, canal, or other improvement which they may be required to explore, locate and construct, altogether or partly in behalf of the people of this state.”

Section 4 of the act required the board to estimate the sums necessary for completing the contemplated improvements and “such others as may hereafter be in like manner proposed.” It further required the board to present to the next session of the legislature all of its estimates, surveys, maps, field books, plans, drafts, and models, together with a comprehensive report of its proceedings.

Section 5 directed the board to make application to the United States, other states, and to individual landowners for donations of land or money to aid in the construction or completion of any proposed road, canal, or other improvement.

Section 6 created an internal improvement fund consisting of “all grants, cessions, donations and subscriptions” made or given for that purpose to the board by the General Assembly, the Congress, or by other states, corporations, and individuals. The fund was to be “superintended and managed” by the board, with the aid of the treasurer of the Western Shore. When required by the legislature, the board was authorized to borrow money, “on the credit of the people of this state,” in augmentation of that fund. The treasurer was directed to “issue transferrable certificates of stock payable at such time or times as may be determined by law or by [the board]” for these loans.

Section 7 directed the board annually “to cause an inventory or schedule to be made of the property belonging to this state in the respective road and canal stocks or companies.”

Section 8 authorized the board to represent the state’s interest in all of the internal improvement companies chartered by the legislature and to report upon “the prospect, progress and condition of all works and stocks of this kind in which the state may be or shall propose to become a proprietor, and in like manner to communicate their views as to any practicable and expedient extension of internal improvements by such means.” The board was further directed to ascertain “whether to any, and to what amount, and upon what terms, loans of money may or can be procured at home and abroad, *on the credit of this state*, for the purposes aforesaid” (emphasis added).

Finally, in terms of its relevance here, section 9 of the act directed the treasurer of the Western Shore, on warrant of the board, to “pay out of any monies in the treasury not otherwise appropriated” up to \$6,000 for the performance “of any of the duties