

On motion of Mr. Ward,

Leave was granted to Messrs. Ward, Constable, Briscoe, Vandiver, Boyle and Rutledge, to introduce a bill regulating and making lawful the setting of pound nets in the waters of the Sassafras, Elk and Bohemia Rivers and their tributaries in Cecil county.

On motion of Mr. Rusk,

Leave was granted to the Committee on the Judiciary to introduce a bill to repeal chapter 59, Acts 1874, and to re-enact the same with amendments.

On motion of Mr. Hodges,

Leave was granted to the Committee on Ways and Means to introduce a bill to authorize the Mayor and City Council of Baltimore city to subscribe to the capital stock of the Baltimore, Chesapeake and Delaware Bay Railroad Company, or to endorse the bonds of said Company.

Mr. Dunbar submitted the following

### JOINT RESOLUTIONS.

WHEREAS, It has been represented that the subscription by the Treasurer of this State to the capital stock of the Southern Maryland Rail Road Company, to the amount of one hundred and sixty-three thousand dollars, under the provisions of the Act of the General Assembly of Maryland, approved March 30th, 1868, entitled "an Act to aid in construction of works of internal improvements in St. Mary's, Charles and Calvert counties," was procured by false and fraudulent representations of certain officers of said Company, and that the said sum of one hundred and sixty-three thousand dollars has been paid over to said Company by the State Treasurer upon the like false and fraudulent statements of certain officers of said Company.

*And whereas,* It is represented that the said Southern Maryland Rail Road Company has ceased all work on its Road for nearly two years past, is bankrupt, and yet has not expended said sum of one hundred and sixty-three thousand dollars upon its Rail Road, but has mis-appropriated the same.

*And whereas,* It is further represented that the State of Maryland is the only *bona fide* stockholder of said Southern Maryland Rail Road Company.

*And whereas,* It is important to the people of this State, and more especially to the people of Prince George's, Charles and St. Mary's counties, through which counties said Rail